



SOUVENIR

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LOUISVILLE.



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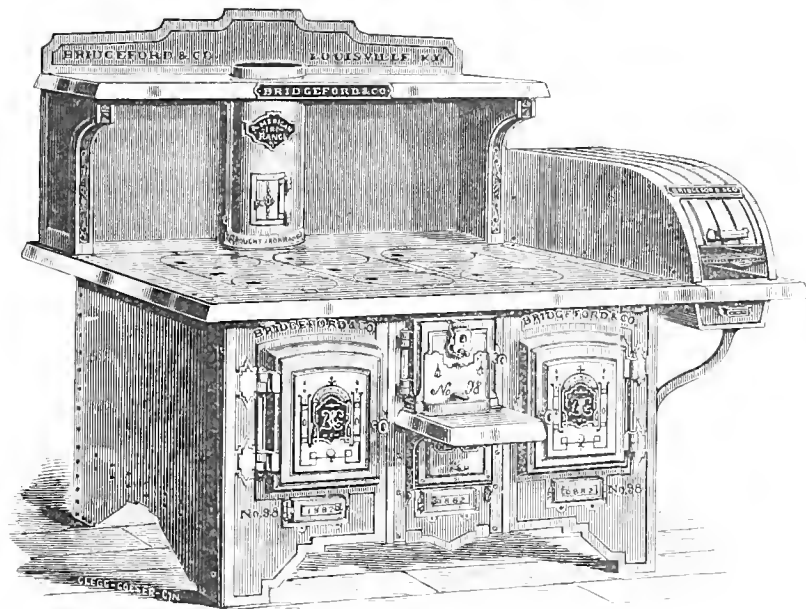
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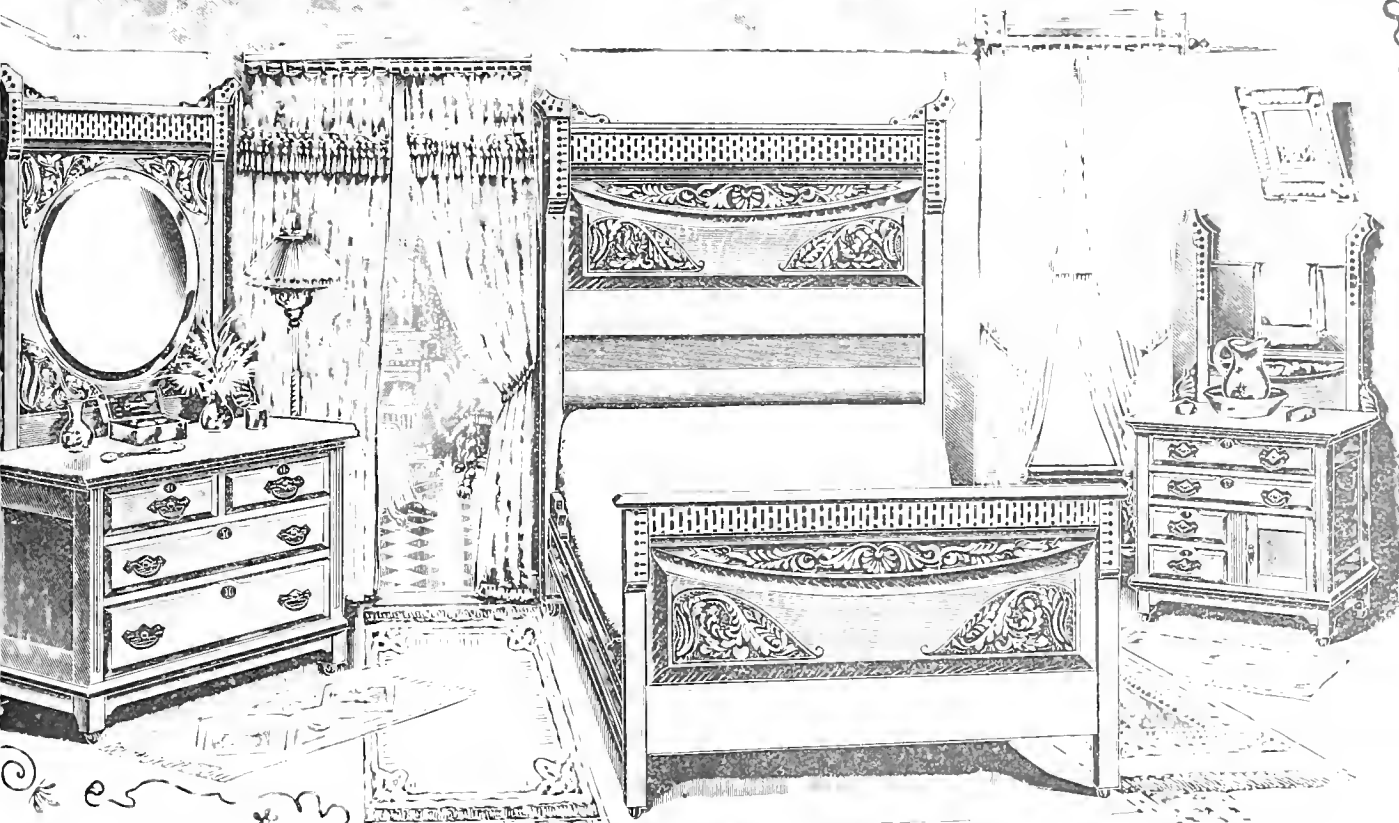
LOUISVILLE, KY.

Historical.



A RESULT of the war with France, which terminated in 1763, the whole country east of the Mississippi was ceded to Great Britain, the French retiring across that river. The British authorities desired to encourage the settlement of the newly-acquired territory, and several army officers, skilled in engineering, were promptly sent to examine its principal river, and the country watered by it. The soldiers who had served in the war had been rewarded by land-warrants, and a royal proclamation allowed those warrants to be located in portions of the new western country. Dr. John Connolly, who had been surgeon's mate, or, as would now be said, an assistant surgeon, in the general hospital of the royal forces in America, was a nephew of Col. George Croghan, the British Indian Agent, who passed the falls in 1765, on a mission to the western tribes. He had, himself, traveled extensively in what was then spoken of as "the western country," was one of the best-informed men in the colonies about the character and capabilities of that vast region, and was an advocate of its development. He was, at one period, a correspondent of Washington's, who, in his journal for 1770, speaks of him as a man well acquainted with the lands south of the Ohio. Dr. Connolly was energetic, enterprising and ambitious. One of his propositions, made public in 1770, was, that an independent colony, or province should be established in the region included between the Cumberland, the Ohio and a line drawn from a point on the Cumberland, just above the forks of that river, to a point on the Ohio just above the falls.

The falls of the Ohio constitute the most striking peculiarity of that beautiful river from its source to its mouth. After uninterrupted navigation of nearly 600 miles from Fort Pitt, the frail crafts of the pioneers and explorers here encountered the first natural obstruction to their progress. In a course of less than three miles the fall of the river is, at the low-water stage 25 $\frac{1}{4}$ feet, and that swift descent forms rapids which have been formidable to all navigators of the river, whatever the character of their vessels. Dr. Connolly's observation had taught him that as the country was settled a considerable city was sure to grow up in the vicinity of such an interruption to river travel and transportation as that. Along the course of the upper Ohio, the hills approach closely to the banks of the river, and there are very few places where the plain between the river and the hills is wide



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enough to afford room for a city of any size. At the falls, however, there is on either side of the Ohio abundance of level ground above high-water mark, suitable for the site of a large city. There were several good reasons why the site on the southern side was to be preferred. The main channel of the rapids, running close to the northern side of the river, made the current along that shore stronger. The bend of the river, beginning at the head of the falls, threw deep and quiet water close to the southern bank. The contour of the bend was such that all portages would be made on the southern side of the rapids. A small stream, Beargrass creek, entered the river on that side, a short distance above the head of the rapids, the deep mouth of which formed an excellent harbor for the small vessels of that period. A short distance above the mouth of Beargrass the hills receded from the river, leaving a bottom or plain above high-water mark, varying from three to six miles in width, and extending down the river for twenty miles, affording excellent building room for a larger city than any known to history. Another reason for preferring the southern side as the location for a settlement was the fact that the Indians, whose hostility was to be dreaded by the settlers, all lived on the north side of the Ohio, the Kentucky region being reserved as a common hunting ground by all the tribes, and none of them making permanent habitation within its territory.

In addition to all other considerations, Connolly would naturally want the projected new city to be within the projected new province. Whether on account of his military services, or, as has been alleged, to reward him for using his influence in strengthening the British party in the Fort Pitt region, Dr. Connolly received a warrant for 2,000 acres of land, and determined to locate it at the falls of the Ohio on the Kentucky side. That the selection was made with the purpose of establishing a town is evident from his subsequent proceedings, as well as from the fact that the Beargrass lands, whose fertility was well known to him, were as open to his choice as the poor land he chose by the river.

In the spring of 1773 Captain Thomas Bullitt, commissioned by Lord Dunmore to proceed to the Ohio and make surveys for the location of land warrants, floated with his party down the river and landed just above the mouth of Beargrass, on the 8th of July, 1773. He devoted the summer and early fall to his work, then returning to Virginia.

Among other surveys, he made one of Dr. Connolly's 2,000 acres, for which a patent was duly issued before the end of the year. This survey began above the mouth of Beargrass, about what is now the foot of First street, followed the meander of the river to a point below where Shippingport subsequently stood, thence to a point near the present intersection of Nineteenth and Broadway, thence east with Broadway to where Shelby now crosses it and thence to the beginning.

There is no positive evidence that Capt. Bullitt laid out a town on this survey, though some authorities assert that he did. However, Connolly, having in the meantime taken Col. John Campbell as a partner in his project, issued, jointly with Campbell, from Williamsburg, then the capital of Virginia, a prospectus, dated April 7, 1774, which announced that they proposed to establish a town at the falls of the Ohio, and offered lots for sale. The size of the lots was to be 80x240 feet, and the price at which they were to be sold was four Spanish dollars in cash, and a perpetual quit rent of one dollar a year; each purchaser of a lot was to build, within two years from purchase, a house not less than 16 feet square, with stone or brick chimney.

At that time the mutterings of the storm which soon broke into the revolutionary war were already heard, the public mind

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was too much preoccupied to give any attention to land speculation and the two partners laid their project aside. Connolly, who was high in favor with Lord Dunmore, was made commandant at Fort Pitt and began his maneuvers to strengthen British influence on the frontier. In the war, which soon after broke out, he was early taken a prisoner and held in confinement until April, 1781, when he was exchanged.

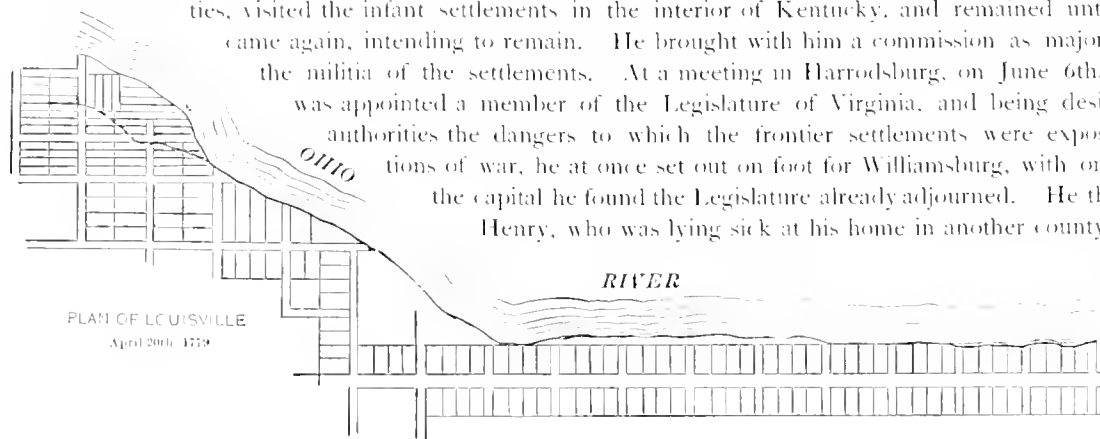
Campbell was an ardent patriot and took service in the army of the colonies. He was taken prisoner by Indians in 1780 and held till the close of the war.

In the meantime, under other auspices, a town had been established on the site they had chosen and still owned.

In the spring of 1785, George Rogers Clark, a young man of 26, who had served in Dunmore's Indian war and risen to the rank of captain, and had declined the offer of a commission in the British army made to him after the close of those hostilities, visited the infant settlements in the interior of Kentucky, and remained until fall. The next spring he came again, intending to remain. He brought with him a commission as major and authority to command the militia of the settlements. At a meeting in Harrodsburg, on June 6th, shortly after his arrival, he was appointed a member of the Legislature of Virginia, and being desirous of representing to the authorities the dangers to which the frontier settlements were exposed and their lack of munitions of war, he at once set out on foot for Williamsburg, with one companion. Arriving at the capital he found the Legislature already adjourned. He then sought Governor Patrick Henry, who was lying sick at his home in another county, and succeeded in interest-

ing that official in the object of his mission, and in getting a letter from him to the Executive Council, from which body he obtained, after much effort, an order for five hundred

pounds of powder. He got the powder at Fort Pitt and succeeded, after a dangerous journey, in transporting it safely to Harrodsburg. On the last day of that year an act was passed by the Virginia Assembly, at his instance, establishing the county of Kentucky. Clark's military instinct informed him that the true way of defending the Kentucky settlements was to capture the British posts in the West which incited and supplied the Indian expeditions. He unfolded his plans to the Executive of Virginia and succeeded after persistent entreaty and perhaps a few guarded threats in getting from the harrassed and impoverished Legislature a small supply of men and munition for his expedition. In the meantime he had been appointed Lieut.-colonel. He descended the Ohio with a small army, consisting of about 150 men, accompanied by some twenty families, who wanted to settle in Kentucky and took advantage of the opportunity to make the journey to their new home under such strong escort. The expe-



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dition reached the falls, where a small body of Kentucky militia soon joined it, on the 29th of May, 1778, and from that day the beginning of Louisville may be properly dated. Col. Clark landed his forces on Corn Island, then, according to a map drawn by Captain Hutchins, of the British army, in 1766, about four-fifths of a mile long and about 500 yards at its greatest breadth, lying near the Kentucky shore and extending from opposite the foot of what is now Fourth street to Thirteenth street, or a little beyond.

Promptly on landing, Clark put his men to work building cabins, which were so arranged with palisades connecting them as to make the fort impregnable to Indian attack. Leaving his stores and the families there with a few soldiers to guard them, Clark, on the 24th of June, started down the river with his forces on his important and successful expedition. After capturing Kaskaskia, against which his first efforts were directed, he sent word back to those left behind on the island to build a fort on the main land, and they immediately began the work, completing it early in the spring of 1779. The site chosen was near the shore on the east side of a ravine, which ran down to the river about where Twelfth street now is. The fort consisted of a parallelogram of double log cabins with an open court. At each corner was a block house with walls projecting beyond the line of cabins, and serving as bastions. Before this was finished, Col. John Floyd began a fort near the mouth of Beargrass. Settlers built a few rude cabins around the first-named fort and called their settlement "White Home," and others built near Col. Floyd's fort, which he called "Mouth of Beargrass."

In 1782, in recognition of the growing importance of the town, a stronger and larger fortification was built, and called in honor of the then Governor of Virginia, Fort Nelson. It was situated on the north side of Main and extended from near Fifth to below Seventh street, and toward the river far enough to include the site of the old Burge residence, now occupied by the office of the C., O. & S. W. R. R. Fort Nelson consisted of a breast work on three sides, formed by a series of small log pens, filled with earth thrown up from the ditch. Along the top of this work ran a line of strong pickets or stockades ten feet high. On the side next the river less strength was necessary, owing to the protection afforded by the long slope of the bank. On this side a row of pickets furnished the sole artificial defense. The fort was surrounded by a ditch eight feet wide and ten deep, with a line of sharpened pickets on its middle line. The protection of pickets was extended so as to inclose a perennial spring about sixty yards north of Main, and a little west of Fifth. Several small cannon brought down the river by State troops in 1781, and a brass six-pounder captured by Clark at Vincennes, constituted the armament, and made Fort Nelson the most important military work in the West, and added much to the importance of the falls settlement.

Clark, who was appointed a Brigadier General of the State forces in January, 1781, made the falls settlement his headquarters and the principal rendezvous for the several important expeditions conducted by him against the Indian nations.

In the summer of 1780, 150 soldiers of the State militia came down the river to be stationed at the falls, and afterward a United States garrison was maintained for some years at Fort Nelson. Gen. Clark did not confine his operations to the land, but organized a navy consisting of one large galley or barge, propelled by oars, and carrying several four-pounders. He used

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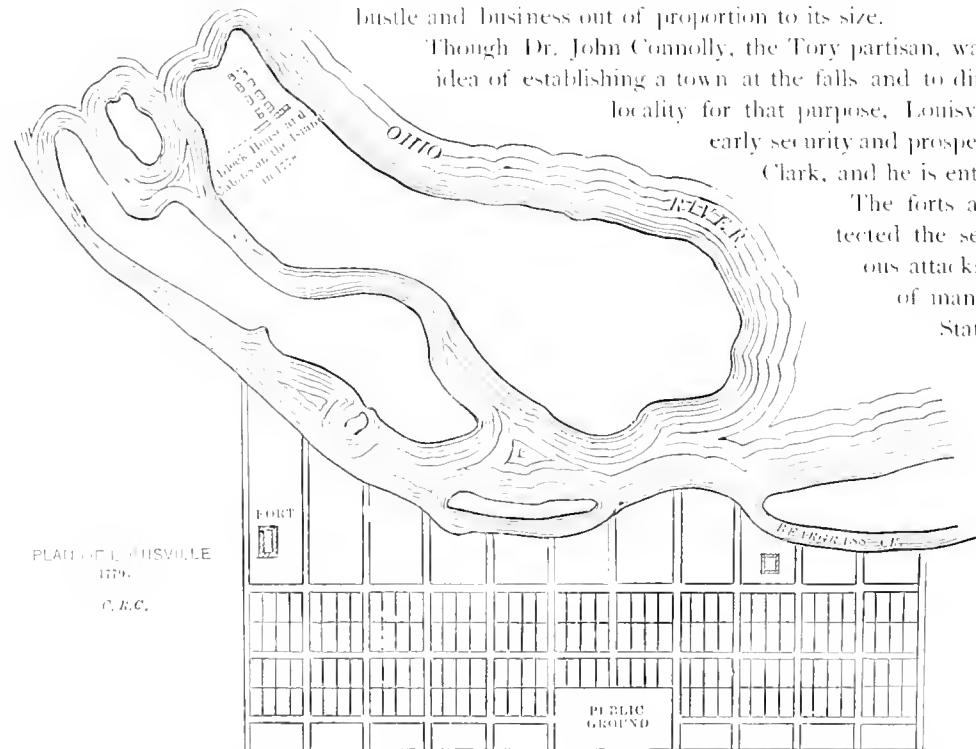
it in patrolling the river between the falls and the mouth of Licking. There is no record of its having been in action, though it doubtless kept some Indians from crossing the river into Kentucky. It was only kept in commission a few months.

All these circumstances concurred to make the Falls settlement conspicuous, and a place of resort for the prominent men of the region, and in conjunction with the growing travel on the river gave it an appearance of bustle and business out of proportion to its size.

Though Dr. John Connolly, the Tory partisan, was undoubtedly the first to conceive the idea of establishing a town at the falls and to direct attention to the advantages of the locality for that purpose, Louisville owed its actual beginning and its early security and prosperity to the soldier patriot, George Rogers Clark, and he is entitled to be ranked as its founder.

The forts and the reputation of Gen. Clark protected the settlement at the falls from any such serious attacks as those which threatened the existence of many of the stations in the interior of the

State, but prowling Indians made the vicinity unsafe, and the people had their full share of the hardships of pioneer life. Hunters going too far from the forts were liable to attack, and more than one lost his life. Four boys, who killed a bear one day, were pounced upon by Indians as they were about to start for home with their game, and carried away captives. Three of them escaped some months afterwards and made their way home, but the other, who had been carried to a more distant village, was never



heard of again. The winter of 1779-'80 was one of intense severity all through the country, and the pioneers in their rude cabins felt it severely. The river was closed with ice, the ponds frozen to the bottom, snow covered the ground five months, and game perished in the forest. There was a dangerous scarcity of food, and the people suffered from hunger as well as from cold. Another rigorous winter followed some years later, but the settlers were then better prepared to meet it.

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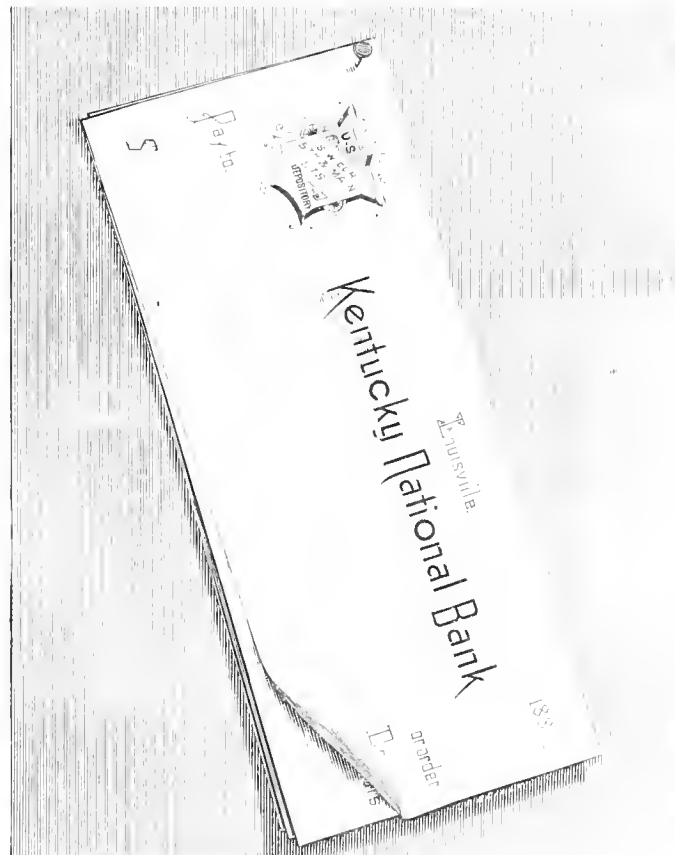
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So far we have followed the fortunes of the pioneer settlement; now it is time to begin the history of the organized municipality. When the first settlers moved over to the main land from Corn Island, town lots were laid out. The first map, of which any known record exists, was made by Wm. Beard or Bard, in the early part of 1779. The courtesy of Col. R. T. Durrett allows its reproduction here. It shows a main street running with the river from Fifth to Twelfth, and streets north of it in the bend of the river northwest of Tenth, extending as far as Eighteenth street. This main street was crossed at right angles by twelve streets one square apart, and the streets north of Main were crossed at right angles by others. Lots of about a half acre, 105 feet front by 210 deep, were laid out on each side of Main and numbered. On April 20, 1779, the settlers had a lottery and drew their lots by numbers, and assumed ownership. Late in the same year, Gen. Clark, who had then returned from his victorious campaign against the British forts, caused another plat to be made out, which showed three streets corresponding to Main, Market and Jefferson, and twelve cross streets corresponding to the present numbered streets from First to Twelfth. By this plat the space between Main and the river was left public, the cross streets dividing it into eleven sections. Back of the street corresponding to Jefferson, a strip a half square in width was left extending the whole length of the town. Two whole squares were left between Fifth and Sixth, where the court-house now stands. No authoritative record of the early surveys was kept, but the reservation along the side of Jefferson street, and another connecting with it at Twelfth street, and consisting of a triangular tract of between forty and fifty acres, were maintained for some time and were noted on the plat made by Jared Brooks, in 1812, which has since been the official standard, though they had been long previously sold by the trustees of the town. Through the kindness of Col. Durrett, the Clark map is also reproduced here.

The settlements at the falls had been made on the lands granted to Dr. Connolly, of which the lower half had been set off to Col. Campbell, and the lower third of Beard's plat was on Campbell's part. Early in 1779 the inhabitants sent a petition to the Virginia Legislature praying for the forfeiture of Connolly's land and the passage of an act incorporating a town on the tract. In response to the petition the Legislature, in May, 1780, passed an act to take effect on the first of that month, enacting, "that one thousand acres of land, being the forfeited property of said John Connolly, adjoining the lands of John Campbell, and — Taylor, be, and the same is hereby vested in John Todd, Jr., Stephen Trigg, George Slaughter, John Floyd, William Pope, George Merriwether, Andrew Hines, James Sullivan and Marshall Brashiers, gentlemen, trustees, to be by them, or any four of them, laid off into lots of one half acre each, with convenient streets and public lots, which shall be, and the same is hereby established a town by the name of Louisville."

The name was selected in honor of Louis XVI, whose treaty with the United States, signed two years previously, had made their struggle for independence reasonably sure of a successful issue.

Communication was slow in those days and the trustees did not meet for organization until the 7th day of February, 1781. At the first sale of lots of which the record is preserved, in June, 1783, the price of each lot was three shillings, and the fee for making out each deed, six shillings. When Col. John Campbell returned from his captivity he began vigorously to assert his rights. The portion of the town plat extending on to his lands below Twelfth street was abandoned and certain debts owed

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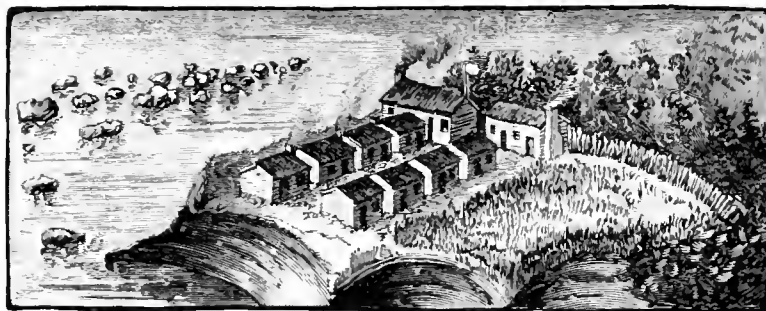


him by Connolly were made a lien upon Connolly's forfeited tract, which the trustees had to pay off by the sale of lots. Campbell's influence with the Legislature seems, from the evidence now accessible, to have had more to do with the allowance of some of these claims than their abstract justice, and it is, perhaps, rather to Campbell's acquisitiveness than to the want of foresight of the trustees, that Louisville owes the loss of the interior parks mentioned above.

The trustees were a self-perpetuating body, though they were changed by the Legislature at least once, until by a Kentucky act, in 1795, they were made elective by the people. Under the original act of 1780, with numerous amendments, local government was conducted until February 13, 1829, when the Legislature, at the request of the citizens, incorporated Louisville, which had then attained a population of nearly 10,000, as a city. The new city was divided into five wards, and municipal power was vested in a Mayor and City Council of ten members chosen, two from each ward—all elected by popular vote.

Up to this time the growth of Louisville had been continuous but slow. The great obstacle had been the bad reputation of the place for healthfulness. The surface of the Louisville plain consists generally of a clayey soil of moderate thickness. Underneath this is a sub-stratum of sand and gravel thirty to forty feet thick, resting on the rock. The second bank had a slight slope to the southward, and away from the river, and the tenacious surface soil preventing the water from escaping, made the ground in many places swampy, and in all the depressions ponds were formed. These ponds, which were very numerous all over the present site of the city, were full of fish, and the resort for a great variety of wild fowl, and furnished the early settlers welcome additions to their bills of fare. Two of them, "The Long Pond," extending from the corner of Sixth and Market, nearly to Sixteenth, and "Grayson's Pond," beginning near Center opposite Grayson, and extending to near Eighth, had each a good depth of clear water and as skating places in winter, and well-shaded resorts in summer, afforded the people a great deal of enjoyment. Most of the ponds were shallow, and many only full at times of heavy rain and, consequently, they were usually in varying stages of dryness and stagnation, and full of vegetation. They engendered a vast amount of malaria and miasm, and fever and ague, and worse diseases of that class, were prevalent.

In 1805, the Legislature gave the trustees authority to get rid of the ponds by such means as seemed best in their judgment. They were anxious to do so, and public sentiment was in full accord with them, but the financial ability of the town was not equal to the task, and nothing of importance was then done. As the place grew and the ponds became contaminated with its filth, the sickness they produced became of a more aggravated type, described by a medical authority of the time as "a



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bilious remittent fever, whose symptoms are often sufficiently aggravated to entitle it to the name of yellow fever." The year 1822 was a sickly one over the West generally, but a fever epidemic raged in Louisville with dreadful fatality. There were cases in which whole families perished. This visitation of disease not only interrupted the business and growth of the town by its ravages, but it increased the reputation of Louisville for unhealthfulness to a degree that kept immigrants from it for years afterward. It had the good effect, however, of inciting a successful effort to get rid of the ponds. The Legislature authorized a lottery to raise \$40,000 to drain all those in the city, and as far as the mouth of Salt river. Enough was raised to drain those in the city, and many little eminences which once diversified the surface of the plain were leveled to furnish material to fill them. As a result of that work and the system of sewerage inaugurated afterwards and now became an extensive and excellent one, Louisville has for many years shown a very low death rate. When cholera visited this country in 1832-33, Louisville suffered so little that her reputation for healthfulness recovered from the blow the fever gave it in 1822, and since then has always stood deservedly high.

When the city was first settled Beargrass creek, after running parallel with the river for nearly a mile, entered it near the foot of Third street. The narrow strip between it and the river was called "The Point," a designation which the upper portion of it still retains though to many of the present generation its origin is unknown. The first bridge over Beargrass was built in 1800, by private subscription, near the mouth. Before that a large sycamore tree on the bank above First street had been cut so as to fall across the stream and all the branches having been trimmed off, the trunk afforded a secure path for the sure-footed passengers who used it. At a later period bridges were built at each street crossing and about 1856 the work of diverting the stream into a new channel, entering the Ohio two miles above its old mouth, was completed. All traces of the old channel in the lower part of its course have since been obliterated.

The Towhead Island, now a conspicuous feature of the river front, had its beginning about the same time the city did and has grown as the city grew and as Corn Island wasted away.

In 1851 the Legislature enacted a new charter, according to which the General Council was composed of a Board of Aldermen consisting of one, and a Board of Councilmen consisting of two members from each ward. The city was divided into eight wards. Under this charter, in accordance with the general tendency of the times, a number of offices previously filled by appointment were made elective.

The river was, from the settlement of Louisville up to the development of the railroad system in the last twenty years, the principal channel of commerce. Until steamboats made their appearance, barges, keelboats and flatboats were the vessels used, and they contended with the steamboat for river traffic, until steamers became large and numerous. The first steamer made its appearance in 1811, but by 1819 forty had been put afloat on the Ohio, of which eight had been built in Louisville yards.

In 1817, Capt. Shreve, with the steamer Washington, made the trip from Shippingport to New Orleans and back in forty-five days, and was given a public dinner in honor of his speedy trip. Steamboats were constantly improved in construction and size till 1853, when the climax of speed and splendor in Ohio river steamboating was reached in the Eclipse, which made the

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AMERICAN PLAN.

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up-river trip from New Orleans to Louisville in 4 days, 2 hours and 30 minutes, and the A. L. Shotwell which surpassed that record by one minute.

The steamers finally drove from the river the race of boatmen, "half horse and half alligator," of whom the noted Mike Fink was a type. Mike, finding his occupation too much interfered with by the growth of steamboating, emigrated to the Northwest about 1822.

It was his favorite boast that he could "out run, out hop, out jump, throw down, drag out and lick any man in the country." It is related of him that to oblige a constable, who was a poor man, and his friend, he once submitted to arrest on condition that he and his crew should be carried to the court-house in his yawl, which, with the assistance of a long-coupled wagon and some yokes of oxen, was accordingly done.

At a very early period in the history of Louisville, the necessity and advantage of providing an artificial water-way around the formidable obstruction to navigation caused by the falls, was recognized.

As early as 1804 a company was organized to excavate a canal, but nothing was done except to make some surveys. In 1809 or 1810, Congress passed an act authorizing a subscription of \$150,000 to the stock of a canal company on certain conditions, and in 1815, the State was authorized by act of the Legislature to make a subscription of \$50,000, with a conditional provision for a further subscription of the same amount. Other states interested in the navigation of the Ohio were invited to aid in the work. As before, nothing was done except to make surveys.

In 1818 still another company was organized without result, but finally in 1825 one was formed which actually began work. In the meantime there had been a controversy as to which side of the river furnished the most available route. The Indiana Legislature incorporated a company to build a canal back of Jeffersonville and the work of excavation was entered upon in 1819. Sufficient funds, however, were not raised, notwithstanding that a lottery was authorized, and the project was abandoned. The company organized in 1825 was composed almost wholly of Philadelphia capitalists, though the government became one of the earliest and largest stockholders.

The canal was sufficiently completed for a steamboat to pass through it in December, 1829, but it was not formally opened for traffic till December, 1830. It proved a profitable enterprise from the first.

The size of steamboats gradually increased until the locks became inadequate to pass the finer class and an agitation for the enlargement of the canal began, which resulted in 1871 in the opening of new locks of sufficient size to pass the largest boats on the river. The general government, under an agreed policy, became owners of the entire stock and, in 1872, by virtue of an act of the Kentucky Legislature, took possession. All tolls have since been abolished. An extensive widening of the upper part of the basin is now in progress, which, when completed will greatly facilitate the handling of traffic.

Before the canal was enlarged sufficiently to fully accommodate the river commerce, the growth of the railroad system of Louisville and the country had deprived river commerce of its supremacy.

In 1827, Thomas H. Barlow, of Lexington, brought to Louisville a small locomotive which he had built in the former

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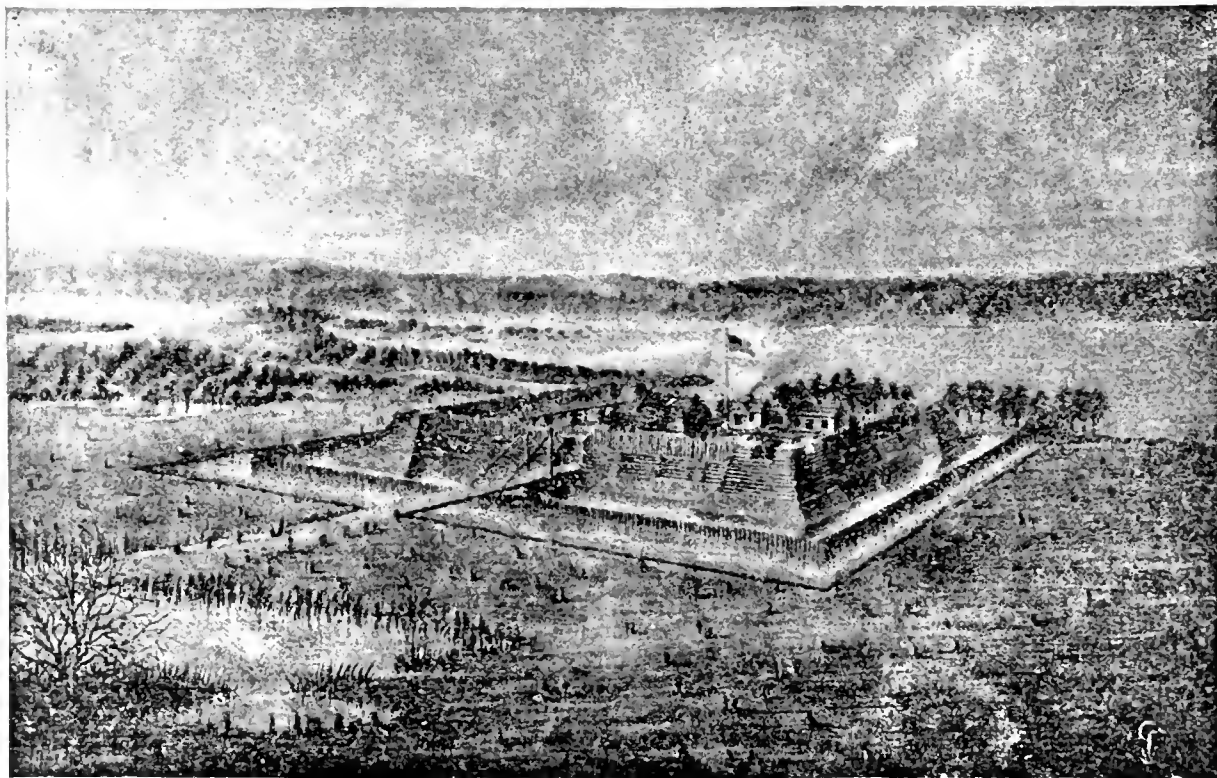
Westview Building Company.

GEO. M. CRAWFORD, SECRETARY

OFFICE, 249 Fifth St., near Market.

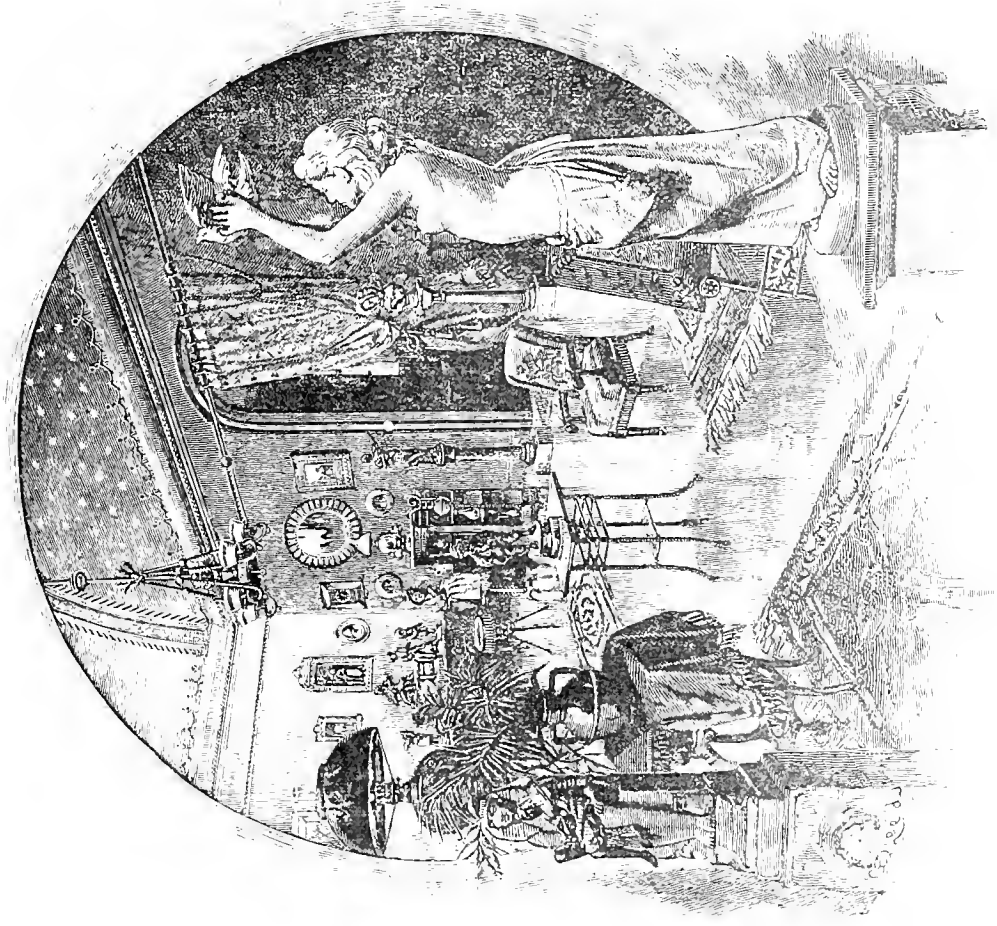
LOUISVILLE, KY.

place, and exhibited its workings upon a circular track in Woodland Garden. A little passenger-car, with two seats, was attached to it. This was probably the first vehicle drawn by steam on the Continent. In 1830, the Lexington & Ohio Railroad Company was chartered to build a road from Lexington to some point on the Ohio river. Louisville was the terminal point intended,



Fort Nelson, A. D., 1782. From the original picture, owned by R. T. Durrett.

and the citizens of this place were warmly interested in the project. At the time this company was chartered, there were only twenty three miles of railroad in operation in the country. The work of construction progressed slowly, and trains did not get



W. C. KENDRICK.

INTERIOR OF ART ROOM AT REAR OF STORE.

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W. C. KENDRICK'S SON'S ART ROOM, SHOWING A FEW OF THE ARTS.

through from Lexington to Frankfort until the close of 1835. The first track was laid with flat rails on stone sills, and a not uncommon incident was for one end of a rail to bend upward and break through the bottom of a car. At the Louisville end affairs progressed more slowly. The directory wished the road to strike the river at Portland, and there was much controversy as to the route through the city. A legislative committee, which had finally to be called in to settle the question, decided that the road should enter at the corner of Jefferson and Wenzel, proceed thence along Jefferson to Sixth, in Sixth to Main, along Main to Twelfth, in Twelfth to Portland Avenue, and down the Avenue to Portland. The road from Sixth street to Portland was completed and the first train passed over it on the 29th of February, 1838. The business was profitable from the first, but was strenuously objected to by citizens along the route, especially on Main street, who procured an injunction against its operation and prolonged litigation ensued. The road was never constructed above Sixth street, and in 1844 it was transferred to the Louisville & Portland Railroad Company by the State, which had foreclosed a mortgage for money loaned to aid in its construction. It was afterward sold to Isham Henderson, who converted it into a street railroad, the first operated in the United States. The Louisville & Frankfort railroad was incorporated in 1847, and the property and franchises of the Lexington & Ohio railroad, between Louisville and Frankfort, were transferred to it. The Lexington & Frankfort Railroad Company, chartered in 1848, took the part between the capital and Lexington. The road between Louisville and Frankfort was completed in 1851. The railroad from Jeffersonville to Indianapolis, chartered in 1846, went into full operation February 1, 1853. The Louisville & Nashville railroad, chartered in 1850, was opened to Nashville in 1859. The Knoxville Branch as far as Lebanon, the Bardstown Branch and the Memphis Branch, were completed by 1860.

The trade of Louisville was just beginning to feel the effects of the railroad development then rapidly progressing throughout the country when the civil war broke out. Louisville had attained a population by the census of 1860 of 68,033. Though its manufactures were considerable, varied and increasing in a promising ratio, it was mainly a commercial city, doing a large jobbing, commission and forwarding business, almost wholly with the Southern States. The war put a total stop to this trade, but furnishing and handling supplies for the Union army operating in this department furnished employment to much of its business energy. The war also advertised the advantages of Louisville as a business point, and its attractiveness as a place of residence in many quarters where they were not previously known. In the summer of 1862 the tide of battle approached very near; earthworks, a few of which still remain in a fair state of preservation, were constructed at various points around the



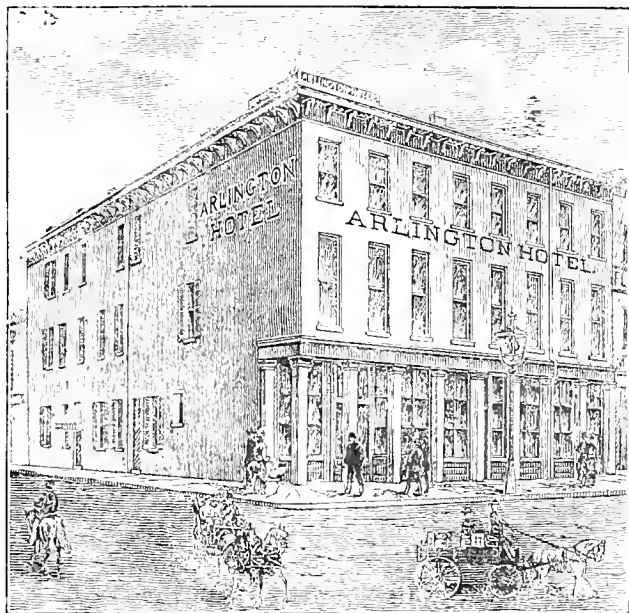
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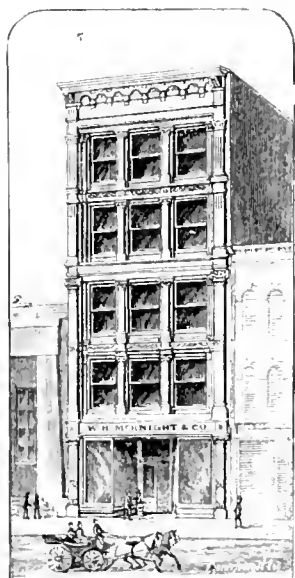
MEN AND BOYS.

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city and connected by lines of rifle-pits; and one day a great turmoil was created by an order for non-combatants to cross the river. The storm passed, however, without breaking, and war alarms did not again come so near. For four weary years the hum of peaceful and productive industry and commerce, though not wholly stopped, were drowned in the rumble of artillery, the tramp of marching columns, the rattle of the army wagon, the whistle of transports, and the bray of the army mule. When welcome peace returned industry and commerce had to be reorganized, and almost society itself, for the institution of slavery on which all labor arrangements were based, had perished in the shock of arms. The work of readjustment was entered upon at once, and the enterprising leaders of Louisville's commerce undertook energetically the work of recovering their trade in the territory which had been closed to them during the war. The railroad had now supplanted the steamboat, and Louisville promptly addressed herself to the task of extending her railroad system. Liberal loans of the city's credit were made from time to time to aid in railroad construction.



Carpet House of W. H. McKnight & Co.

On the first day of August, 1867, the corner-stone of a railroad bridge over the river at the falls was laid, and the great work was rapidly pushed to completion. The first train passed over it, July 18, 1870, carrying the Governor and members of the Legislature, who were afterward banqueted. Other means of attracting attention to Louisville as a business point were not neglected. On the 13th of October, 1869, a great commercial convention, consisting of five hundred and twenty delegates from twenty-nine States assembled and was presided over by the venerable ex-President Fillmore. On the 20th of July, 1872, an Industrial Exposition Building, situated at the corner of Fourth and Chestnut streets, on the ground now occupied by the new Government Building, was opened with appropriate ceremonies in the presence of a large audience. The structure was of attractive design and liberal dimensions, extending three hundred and thirty feet on Fourth street, and two hundred and thirty on Chestnut. Annual expositions were held in it successfully, and with advantage to the city for a series of years. As the development of her railroad system gave Louisville readier access to the vast stores of coal, iron and lumber in the country around her, and increased her facilities as a distributing point, her business energies took another direction, and from being mainly a commercial city, she began to change rapidly to a manufacturing center. In order to demonstrate not only her own capabilities and accomplishments, but the varied and abounding resources of the region with which her trade was carried on, the great exposition of 1883 was organized. Previous expositions had been purely local in their

scope, and intended to show simply the stage of development which the industries and general business of the city itself had reached, and to advertise to her customers the character and variety of her wares and her capacity to supply all their wants. The exposition of 1883 had a far wider scope, and was projected on a correspondingly greater scale. It was intended to inform the world concerning the resources of the great Southern and Southwestern portion of our country;

A Few FACTS of INTEREST about the MAGNIFICENT Establishment of

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They occupy ten large store rooms fronting on both Main Street and Fourth Avenue. The best lighted store rooms in the city.

THE LARGEST STOCK OF NEW AND BEAUTIFUL STYLES

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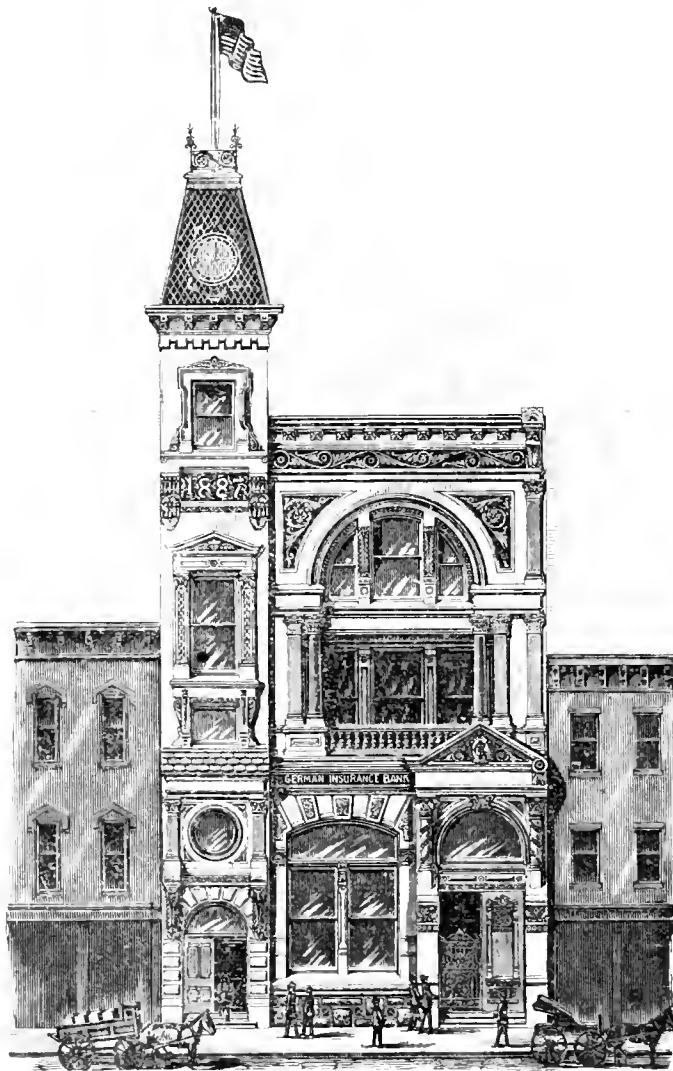
❖ Oil Cloths, Linoleums, Portieres, Chenille, Velour, Silk, and Lace Curtains ❖

Ever brought to Louisville, and will be sold at prices that defy competition. Strangers and all others are invited to visit our sales rooms, whether they wish to purchase anything or not.

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328 and 330 Main St., 231 Fourth Avenue,

LOUISVILLE, KY.



to make known to the people of that region the industries of the rest of the country, and to exhibit Louisville in relation to both as a convenient mart and exchange, and as a most advantageous point for converting raw material into manufactures and distributing the product in all directions, called the Southern Exposition, in compliment to the section whose material progress is most important to the business interests of Louisville. It was essentially national in its spirit and proportions. No city in the world had ever before undertaken to provide and maintain an exposition so extensive in size and so comprehensive in its objects, relying solely on the public spirit and liberality of its own citizens for the money necessary to carry it through successfully. The buildings provided were commensurate with the large purposes of the exposition.

The main building was 910 feet long by 610 feet wide, and furnished thirteen acres of floor space under cover. The material used was wood. It was constructed by skilled and tasteful architects, and presented an appearance both attractive and imposing. The interior arrangement left four open courts, which were adorned with fountains, green sward and beds of flowers. A large art gallery built of brick, a machinery hall, and an experimental farm and horticultural exhibit were leading and valuable features of the general plans, and the beautiful grounds of Central Park were embraced within the ample enclosure devoted to the purposes of the exposition. The main building was lighted by thousands of incandescent electric lights, furnished by a plant which was the largest ever constructed up to that date, and perhaps unequaled since, outside of the present Industrial Exposition of France at Paris. Another striking feature was the music, which was furnished during the whole duration of the exposition by the most famous orchestras of the country. The art gallery was filled with the most remarkable collections of paintings and

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AN INVITATION is extended to all interested to a thorough
investigation of the merits of these wonderful instruments at our

OFFICE AND EXHIBITION ROOMS,

No. 246 FIFTH STREET, LOUISVILLE.

works of art ever gathered in one place in this country. The rich owners of famous pictures and statues, in all sections of the country, with a liberality as praiseworthy as unusual, allowed their precious art treasures to be transported over hundreds of miles of railroad in order to delight the eyes and cultivate the taste of visitors to the exposition, and Gen. Grant loaned the large collection of valuable and curious presents made to him during his tour around the world. The exposition was opened August 1, 1883, with great success, and in the presence of a vast throng, by Gen. Arthur, President of the United States, who, accompanied by most of his Cabinet, and met here by the Lieutenant-General commanding the army, visited the city for that purpose. During the continuance of the exposition, the governors of many of the States attended it on days set apart for their entertainment, and several national associations, devoted to economic and scientific investigations, held their sessions in Louisville. On certain evenings in every week exhibitions of fireworks, surpassing any of the kind previously shown in the country, were regularly given.

No builder of a factory, however high he rates the probabilities of his achievement, expects the profits of the first year's operations to pay for his entire plant, and no builder of a theatre, even though the greatest stars in the histrionic firmament, and the greatest popular favorites that ever trod the boards should crowd his high-priced seats with delighted throngs, ever expects to reimburse himself from the profits of one feeder. Before that she had to seek railroads and pay liberally to get them; since then, they have sought her.

Having the splendid buildings erected for the Southern Exposition already provided, the public-spirited citizens determined to utilize them for a series of annual expositions on a less extended scale than that, but still of proportions exceeding those of any local expositions held in other cities. Funds were liberally provided, and annual expositions were held until 1887. Experience showed by that time, in Louisville, as well as in other cities, that as a means of attraction the exposition plan was exhausted and other methods of drawing attention and trade to the city were sought for.



Crutcher & Starks' Clothing House.

season for all his investment. Of course the Southern Exposition, like other great expositions, was not a direct pecuniary success. In all other respects it was successful, fully up to the expectations of its projectors. It advertised Louisville to the world, and made its advantages known to shrewd investors in all commercial nations. The exposition was followed by a marked expansion of the business of Louisville in all directions, by increased development of her manufacturing industries, by a noticeable increase in the degree of recognition accorded her existing importance and future promise, by an advancement of her municipal credit, and by a keener perception on the part of managers of railroad systems, of her importance as a terminal and



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Clothing for Men, Boys and Children.

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FRANKFORT, 336 TO 340 MAIN ST.

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In the central portion of our country, the season when the extra-urban population is most at leisure to seek recreation corresponds with the end of the summer heat and the beginning of the cooler but delightful temperature of early autumn. Then, too, the Southern country merchants lay in their fall and winter stocks, and the retail city trade for cold weather supplies sets in. The railroads with thrifty liberality, are accustomed to give rates that will encourage travel to those places which have provided special entertainments to interest visitors. It has become the rule therefore in leading cities of the West and South, to provide such entertainments at the proper season in order to get the advantage of cheap railroad rates, and cities that neglect to do so are liable to see their regular customers attracted to other markets. An annual show has thus become in great measure a commercial necessity. During the period when the annual exhibitions were still continued in the great build-



GALT HOUSE.

ings of the Southern Exposition, its ample music hall was provided with a spacious and well-fitted stage, and several dramatic and musical festivals of a high order of merit were held in the spring, and proved both attractive and remunerative. After the season of 1887, the Southern Exposition Company determined to go into liquidation and its handsome edifices were torn down. In the spring of the next year the nature of the attractions to be offered in the fall came under discussion, and it was finally determined to have an industrial procession in which all lines of business in the city should be represented by appropriate floats, to be supplemented by a flambeau parade at night; and further, by a pageant after the order of those which have so long made the Mardi Gras festivities at New Orleans famous. The Fall Celebration Company was organized to conduct in an orderly way the multitudinous operations necessary to the success of such demonstrations and a secret association or club called the Satellites of Mercury was formed to manage the mystic and allegoric pageant. The parade and the pageant took place at the appointed time, and were successful up to the hopes of their most sanguine projectors in drawing immense crowds of visitors to the city. A

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THE NEW YORK STORE OF AUGUSTUS SHARPE,

One of the greatest sights of the city, OVER THREE SQUARE ACRES OF SALES-ROOM and all crowded with the most complete and select stock of

FINE, HIGH-CLASS DRY GOODS

To be seen west of New York. Our stock this season is really marvelous and by far eclipses any previous effort, and represents nearly One Million Dollars of actual investment.

CARPETS by the thousand rolls.

UPHOLSTERY and HOUSE FURNISHINGS in surprising quantities.

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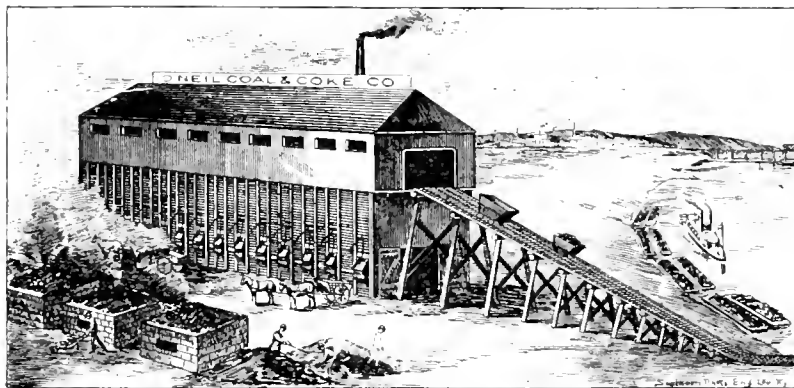
LINENS AND DOMESTICS beyond computation.

Five Large Dress-making Establishments. Complete Trousseaus made in 24 hours by the celebrated Dress-maker, Madame E. Dougherty.

AUGUSTUS SHARPE'S NEW YORK STORE.

repetition this year, 1889, was determined on, and the programme will be found at the close of this sketch. The Club of the Satellites since their successful debut, have regularly incorporated themselves, built a large and substantial depository for their elaborate properties, and are in a situation to furnish the public with refined and attractive entertainment for years to come, and prove themselves a valuable addition to the permanent institutions of our city.

In considering the agencies which have been at work in later years to build up the city and extend its influence and reputation, most important have been the Board of Trade and the Commercial Club. The Board of Trade was granted a charter by the Legislature in 1872, and an important amendment was added in 1873. Until 1879 its strength and efficiency, and the public interest in it fluctuated greatly. In that year the need of a strong organization of the mercantile and manufacturing community to secure statistics of the business of the city, guard its interests with transportation lines, provide for proper grading and inspection of commodities, encourage the spirit of co-operation for the general good, furnish a tribunal for disputes among merchants, and unify the business strength of the community in matters where common effort was required, was so strongly felt that the board was re-constituted on a new basis, liberal subscriptions were made, and the handsome and commodious building at the corner of Third and Main streets was purchased for its use. Since then a lot adjoining on the north has been purchased and a new building, called Exchange Hall, connecting with the first, erected for meetings of the board. These real estate transactions proved wise and profitable ones. The board at once got the benefit of the added influence which attaches to all organizations known to be on a solid financial basis, and a succession of capable officers and directors chosen from among the most respected and enterprising of the business men of the city looked carefully after its interests, and were vigilant in guiding its energies in whatever direction the general good of the business community seemed to require. Every undertaking of a meritorious character looking to the advancement of Louisville as a business center has received most intelligent and efficient assistance from the Board of Trade, and many of them have originated among its membership, and been put into shape for action in its hall. The board is now financially and numerically in a strong and prosperous condition. Its membership, according to the last annual report, numbered 525, embracing the most substantial element of the business community. Plans have been adopted for enlarging the building and introducing elevators which will add to its beauty and convenience, and increase the handsome revenues which the board derives from it.



O'Neil Coal & Coke Co. S Elevator.

required, was so strongly felt that the board was re-constituted on a new basis, liberal subscriptions were made, and the handsome and commodious building at the corner of Third and Main streets was purchased for its use. Since then a lot adjoining on the north has been purchased and a new building, called Exchange Hall, connecting with the first, erected for

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IMPORTED BEER ON DRAUGHT.

Finest Blue Points and Rockaways Received Daily.

The Finest Cold Lunch Served by the Card.

Official Caterers to The Satellites of Mercury.

The Commercial Club was organized in May, 1887. It was intended to utilize the energy and capacity of the younger class of business men in the work of building up the city and promoting the development of the State. It was intended, not as a rival of or as a substitute for the Board of Trade, but as a complement and ally of that body, less restricted in its scope and free to devote its energies to works of progress. It was an outgrowth of the spirit aroused by the great Southern Exposition, to which the enthusiastic energy of young Louisville was especially responsive. That it was organized to meet a real demand is shown by the fact that its first year closed with a membership of 518, and its second with a membership of 994. Shortly after the first of May, when its present fiscal year began, it celebrated the enrollment of its one thousandth member, and has largely



Swann, Abraham & Co.

and steadily increased since then. According to its Articles of Incorporation, its purpose is "to promote the commercial interests and general welfare of the city of Louisville and state of Kentucky." It has worked with excellent judgment and most gratifying success for the accomplishment of that purpose. By its direct efforts, a large number of clubs with similar aims have been organized throughout the state, and united into a State league, under the presidency of the Governor, thus making it possible to bring into ready co-operation the progressive element in all parts of the State. The practical work done by the club has been of the most valuable description. It has published and disseminated in quarters where they were likely to bring new business and men of enterprise to Louisville, leaflets summarizing in an admirable way the business advantages and achievements of the city. One of its committees succeeded last year within three days in securing nearly five hundred floats for the Industrial Parade; it was mainly instrumental in securing the erection of the Cotton Mill now in successful operation. Over thirty companies engaged in business in the city were organized in its rooms; it has corresponded with manufacturers seeking locations and induced them to come to Louisville; it has succeeded in raising the money for, and has now in course of construction a building in which its offices and meeting

rooms will be located, to be known as the Commercial Club Building, which will be ten stories high, cost \$400,000, and be the equal of any building of its character in the United States.

In its brief career the Commercial Club has already gained the confidence and good will of the community, and is looked upon both in the city and throughout the State as a powerful factor for good in the work of making the most of our great resources and opportunities. In addition to what it is accomplishing otherwise, it has mapped out as its next public work the building of a great Music Hall and auditorium to cost \$600,000, and to embrace, besides a hall with seating capacity for not less than 4,000 people, a free library, art gallery and scientific museum. Its success in other enterprises guarantees that it will carry through this beneficial undertaking also. In order to bring this necessarily brief sketch of the history of Louisville up to date,

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Stock all New and Prices
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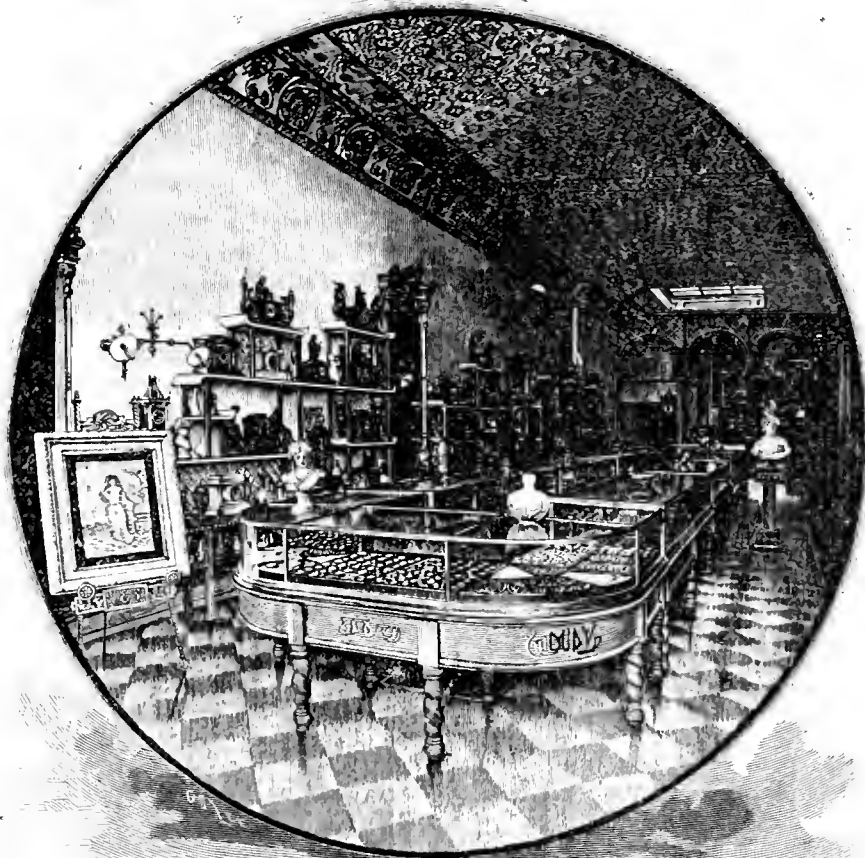
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LOUISVILLE, KY.



Interior View of Wm. Kendrick's Sons' Jewelry Establishment.

we are now compelled to go back some years. March 3, 1870, the Legislature enacted into law a charter framed by a convention elected by the citizens for that purpose. The new charter, which, though framed with so much deliberation, has been interpreted by the courts to be only an amendment of the charter of 1851, made some important changes in the details of city government, but the general frame-work remained substantially unaltered. Its powers were lodged as before, in a Mayor elected by the people for three years, and a General Council composed of a Board of Aldermen consisting of one member elected from each ward, and a Common Council consisting of two elected from each ward. The number of wards had gradually been increased to twelve after the adoption of the charter of 1851, and has not since been added to. Shortly after the new charter went into effect provision was made for a City Hall to replace the dilapidated and inadequate building then occupied, and as a result the present handsome and commodious edifice was erected. It was completed and went into use in June, 1873.

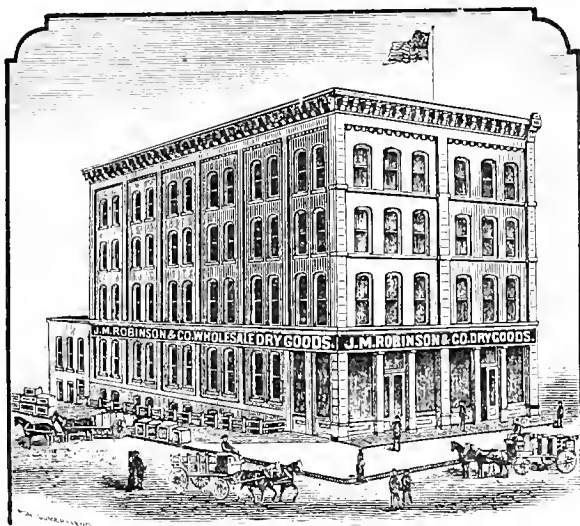
In 1872 the General Council was authorized by the Legislature to issue \$200,000 in bonds for a new Pest House,

J. M. ROBINSON.
GEO. C. NORTON.

DOUGLAS BARCLAY.

G. H. MOURNING.
ALVAH L. TERRY.

J. M. Robinson & Co.



IMPORTERS AND JOBBERS OF

Dry Goods, Notions, Etc.

537, 539, 541 Main Street, cor. Sixth,

NEW YORK OFFICE, 56 Worth St.

LOUISVILLE, KY.

RANKINS-SNYDER HARDWARE COMPANY,

IMPORTERS AND JOBBERS OF

Hardware, Cutlery and Guns,

LOUISVILLE, KY.

AGENCIES:

Avery and Meikle Plows; American Saw Co.;
Sycamore Powder Co.; Howe's Scales;
Yale Lock Co.; Morse's
Twist Drills.



Colgan's Taffy Tolu

The Original and only Genuine "Taffy Tolu."

PLAIN OR MINT FLAVOR.



Approved by physicians as a relief for Indigestion, Heartburn, etc.; by dentists for whitening and preserving the teeth. Lyric artists and public speakers find it invaluable for strengthening and clearing the voice, and thousands quit cigarettes and tobacco by using it as a substitute.

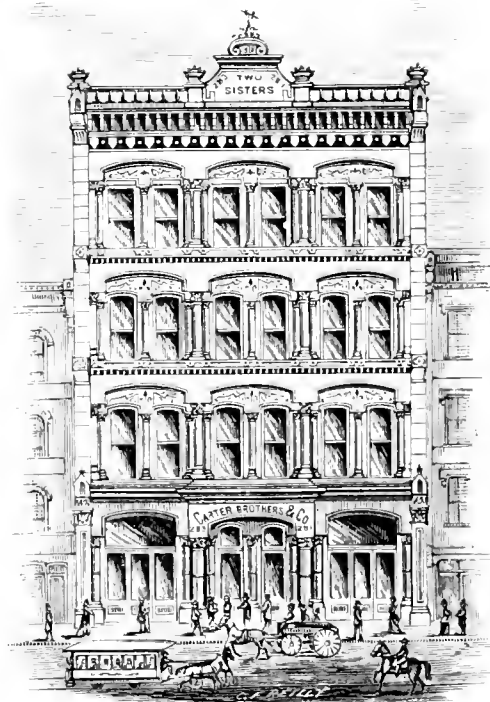
Each Dozen Packed in a Beautifully Decorated Metal Box. Supplied by all Jobbers.

Alms House, and Work House. The money was absorbed in building the first two, and it was not till 1879 that the present spacious, well-arranged and handsome Work House was completed. The city maintains a free hospital, provided with rooms for pay patients, situated on commodious and well-kept grounds extending from Chestnut to Madison, on Floyd. It is an old institution, owing its origin to private liberality in the early days of the city. Since 1870 it has been much enlarged, and is an extensive and imposing building. This institution is well managed and beneficial, but inadequate to the present needs of the city.

One of the most valuable and creditable of the city municipal institutions is the House of Refuge, admirably managed for many years as a school of reform for boys and girls. It was originally incorporated by an Act of the General Assembly in 1854, and an ordinance appropriating \$60,000 was passed in 1859. The construction of the building was commenced the year after. Ground to the extent of sixty-seven acres at the extreme limits of the city, on Third street, was set apart for the use of the institution; forty acres of this was intended for a park, but it was subsequently put under control of the Board of Managers for such use as the needs of their charge made advisable. When war broke out the buildings were nearly completed, and they were appropriated by the govern-

ment for use as a hospital. It was on the first of July, 1865, that the first boy was received, but by the end of the next year 136 had been entered. An additional building was erected in 1867, and in 1872 the House of Refuge for Girls was built at a cost of \$25,000. In 1876 a new chapel was built, and in the same year the House of Refuge for Colored Children was established on the same premises and a suitable building erected. Under the kind and judicious discipline of this institution, hundreds of children who had started on a life of crime have been rescued and reared into self-respecting, self-supporting and useful citizens.

Before entering upon any description of the city as it is to-day the historical part of this sketch will be completed by figures showing the population of the city at different periods of its history. Unofficial returns made the number of its inhabitants at the time of the first Federal census in 1790, 200.



Carter Brothers & Co.

Carter Brothers & Co.

— Nos. 729, 731 and 733 West Main Street, —

— IMPORTERS AND JOBBERS OF —

 
DRY © GOODS,
 

Notions and Gent's Furnishing Goods,

LOUISVILLE, KY.

NEW YORK OFFICE, 115 Worth Street.

— ESTABLISHED 1839. —

R. · Knott · & · Sons,

551 to 557 Fourth Avenue,

LOUISVILLE, KY.

When visiting Louisville this Fall,
you will find our great DRY
GOODS STORE crowded with the best
goods at the LOWEST PRICES.

We are ready to show you a won-
derful stock of

Silks, Dress Goods, Velvets, Cloaks,

Underwear, Hosiery, Gloves,

Flannels, Blankets and Notions.

You are cordially invited to make
use of our Waiting Rooms.

but then passed ahead of her and has held the foremost place since. The figures at subsequent census periods stood as follows: Population in 1810, 1,357; in 1820, 4,012; in 1830, 10,352; in 1840, 21,210; in 1850, 43,194; in 1860, 68,033; in 1870, 100,753; in 1880, 123,645.

It will be observed that after 1850 the ratio of increase declined, and was smallest between 1870 and 1880. The figures for the last year created so much dissatisfaction that a special test was made of the Federal figures by direction of the Board of Trade. The test indicated that there was some inaccuracy in the census count, and that the population should have been reported several thousands larger, but the difference was not enough to justify the expense of making a new census. In fact the most of the period between 1870 and 1880, including as it did the year of the great financial crisis and the series of years of shrinkage and depression that followed, was not a period of growth in Louisville. It has been far otherwise in the period that has elapsed since 1880. The compiler of the city directory, taking a very conservative basis for calculation, estimates the population of the city this year to be 188,635.



The Otis Hidden Company.

In 1880, the population reported in the census was just two and a half times the number of names given in his directory for that year, and he has used two and a half as a multiplier in his estimates of population ever since. The number of names in the directory for this year is 74,454. The multiplier he uses is smaller than that used in other cities. Even by his estimate, however, the population has shown a very gratifying rate of increase. There are other data to base an estimate on, which show that his calculation is a very conservative one. Some facts which justify the belief that increase of population has been large are that there has been a new railroad added to the transportation facilities of the city every year since 1880; that the bank clearings, which in that year amounted to \$149,587,212, had by 1888 increased to \$301,159,337; that during the year ending June 1, 1889, according to returns collected by the Commercial Club, there was a net increase of 261 in the number of business establishments in Louisville; that the number of school children reported in 1888 is almost three times as many as the number reported in 1860, when the population was 68,033; that in the year 1887, seventy-three, and in the year 1888, eighty-three new manufacturing concerns were

started in this city, and the large increase in new buildings reported annually by the city engineers department. The value of all these data, however, will be tested officially next year by the census takers.

The city of Louisville, as it is to day, embraces within its corporate limits about twelve and a half square miles of land. It is situated in latitude 38° 15', and longitude 85° 45', at an elevation of 440 feet above the level of the sea. Chains of hills shelter it against excessive winds from the northwest, west and south, and destructive storms are almost unknown. Its climate, though somewhat subject to rapid change, is temperate, the cold of winter rarely exceeding the bracing stage, and the

C. H. BLISS.

Our Motto: "QUICK SALES AND SMALL PROFITS."

D. H. WILSON.

BLISS, WILSON & CO.

— Importers and Wholesale Dealers in —

GENT'S AND LADIES'

FURNISHING GOODS,

NOTIONS, FANCY GOODS, Etc.

WHITE GOODS,

LACES,

EMBROIDERIES,

HOSIERY,

GLOVES,

YARNS.

ZEPHYRS,

RIBBONS,

CRASH TOWELING,

TABLE LINENS,

TOWELS,

TOYS, Etc.

633 West Main Street, near Seventh, LOUISVILLE.

N. B.—Don't fail to give this new and enterprising Cash House an early call. They will make it both pleasant and profitable for you.

THE : OTIS : HIDDEN : COMPANY,

— DEALERS IN —

Upholsterers' : Materials, : Cabinet : Hardware,

AND WINDOW SHADE SUPPLIES,

No. 317 W. Market Street, between Third and Fourth,

LOUISVILLE, KY.

Agents for Pawtucket Hair Cloth, Barton's Garnet and American Flint Paper.

heat of summer seldom becoming oppressive. The average yearly temperature is 56.5, ranging from a normal of 34.2 in January, to a normal of 78.4 in July.

The earliest plat of Louisville determined the scale upon which the city was laid out. The streets are wide, straight and regular, and the blocks, or squares of unusual size, so that most city lots, particularly in the residence portion, extend back 200 feet to a twenty feet alley. Each block is divided into four parts by these alleys, which extend through the city as regularly as the streets. The large size of the blocks affords a great deal of air space in their interiors, and while it has conduced to the healthfulness of the city, has made water and gas service more expensive. Louisville is pre-eminently a city of homes. This characteristic was early impressed on it. The unusual depth of city lots encouraged the custom of building residences well back from the streets, and the ground in front was utilized for greensward, flower beds and shade.

A residence street in Louisville presents rather the appearance of a long row of detached villas, surrounded by ornamental grounds, than of an ordinary city street.

This healthful and attractive arrangement has these drawbacks: It has made the great body of the citizens more indifferent than wise foresight dictated to the necessity of providing the open squares and parks required for beauty and health as the city grew, and it has excited and kept up a sort of emulation in adorning homes, which has led to an undue neglect of the appearance of the business portion of the city. So noticeable have these results been that a distinguished senator who visited the city soon after the war, while expressing his surprise at the great number of attractive residences, said that he did not see where the business was done to justify their maintenance. A decided change in this respect has manifested itself in the last few years. The residences built are more beautiful, and grounds around them are still very attractive, but the business portion of the city is steadily being improved by the erection of substantial business blocks of the finest modern types.



New Government Building, Corner Fourth Avenue and Chestnut Street.

Our Importations for



Fall • and • Winter

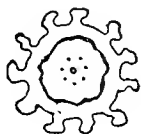
are now ready for your inspection, embracing choice, exclusive and correct styles of Suits, Pants and Overcoatings.

E. F. Widman & Co.

—TAILORS.—

448 JEFFERSON ST.

LOUISVILLE, KY.



JULIUS WINTER & CO.

S. E. Cor. Third and Market Sts.

Merchant Tailors

— AND —

CLOTHIERS.



FIRST FLOOR.

Ready-made Clothing of their own (Louisville) manufacture for Men, Youths and Children.

SECOND FLOOR.

Merchant Tailoring Department, containing the largest and choicest variety of piece goods for Men's wear.

LOWEST PRICES.



PROMPT DELIVERY.



HONEST TREATMENT.

The mistake committed in allowing the public grounds, provided for in Gen. Clark's plan of the city, to be sold and built upon is now appreciated. There are no open spaces in the city, except the charming little Central Park in the southern portion, between Fourth and Sixth streets, and the small Floral Park adjoining, both of which belong to private owners: Baxter Square, between Eleventh and Twelfth, on Jefferson, which is a part of Clark's original reservation, and was used for years as a burial ground, and the Western Cemetery, also a part of the same reservation. Recently a tract of over three hundred acres, lying several miles south of the city, in its natural features admirably adapted for a suburban park, has been purchased, and a boulevard to connect it with the city is in process of construction. A system of parks worthy of Louisville, and meeting the concurrence of all the citizens, would embrace, besides the one just mentioned, another on the river, in the district between Market and Broadway extended, and still another on the high grounds to the eastward of the old fort on Preston street, all connected with each other and with the grounds of the Water Works, which should also be constituted a park, by a spacious and well-shaded boulevard. Street railways would bring all these parks, as they will soon bring the one already purchased, within easy reach of the population. Such a series of popular pleasure grounds would form a magnificent border to a magnificent city, and keep out disease as the walls of old cities kept out their foes.

The length of streets and alleys (improved) in the city of Louisville is, to date:

Boulder streets,	15.05
McAdam "	116.07
Granite "	9.08
Asphalt "	3.82
Wood "	4.59

Total, 149.²¹/₁₀₀

Alleys, 33.¹⁰/₁₀₀

Total streets and alleys, 183.³¹/₁₀₀

Length of streets proposed to be reconstructed, 1889-90:

Granite, 6.⁷/₁₀

Asphalt, 3.⁷/₁₀

Approximate cost being \$922,780.³²/₁₀₀

Miles of sewers to date, 40.³/₁₀

Cost, \$1,755,415.⁸/₁₀₀

Miles of sewers proposed, 1889-90, 9

Cost (approximate), \$300,000.



H. C. Dickins & Co.

There is no law compelling property owners to take out building permits, and consequently many houses are erected which do not go upon the records of the City Engineer's department. The proportion omitted is about the same, however, from year

TEAS

H. · C. · DICKINS · & · COMPANY,

— MANUFACTURERS OF

Flavoring Extracts AND DEALERS IN Grocers' Sundries,

Proprietors of the Celebrated "CROW BAR" Baking Powder.

Thirteenth and Walnut,



LOUISVILLE, KY.

ROYAL INDIGO BLUE. Best Laundry Blue in Use.

Send for Samples and Prices.

SPICES

SYRUP OF FIGS



Combines the juice of the Blue Figs of California, so laxative and nutritious, with the medicinal virtues of plants known to be most beneficial to the human system, forming the ONLY PERFECT REMEDY to act gently, yet promptly, on the

Kidneys, Liver and Bowels, and to Cleanse the System Effectually,

So that pure Blood, refreshing Sleep, Health and Strength naturally follow. Every one is using it, and all are delighted with it. Ask your druggist for SYRUP OF FIGS.

MANUFACTURED ONLY BY THE

California Fig Syrup Company,

LOUISVILLE, KY.

SAN FRANCISCO, CAL.

NEW YORK, N. Y.



A. D. & F. T. Eisenman.
Telephone 434-2, Residence 434-3.

to year, and the following statement will show approximately the amount and character of new buildings in the last ten years. The values stated are purely arbitrary with applicants for permits, generally giving them as low as possible, so as not to encourage high valuations for assessment.

DATE.	BRICK.	FRAME.	TOTAL.	AMOUNT.
1879	204	314	518	\$ 650,288 00
1880	186	317	503	828,852 00
1881	200	424	624	1,384,089 25
1882	289	532	821	1,153,540 00
1883	299	618	927	1,324,468 00
1884	301	669	970	1,295,864 00
1885	243	606	849	1,160,523 00
1885	Permit for U. S. Custom House			1,000,000 00
1886	230	680	910	1,507,368 00
1887	275	577	852	1,548,577 00
1888	192	742	934	1,223,047 00
	2419	5479	7898	\$13,076,616 25

Louisville has an admirable water supply. The Water Works, owned by the city but for convenience managed as an incorporated company, furnish over 11,000,000 gallons a day, from a magnificent reservoir holding 100,000,000 gallons, divided into two compartments of 50,000,000 gallons each. Besides these, there is a reserve held in a smaller and separate reservoir. Cisterns, located at convenient points throughout the city, furnish an abundant and accessible supply for the fire engines. Water is furnished to consumers at reasonable rates, and under the wise policy adopted by the company, it will be but a few years until the prices charged will be merely what is sufficient to cover the cost of conveying it. Besides the Water Works, the city maintains an extensive system of wells and pumps, furnishing ample supplies to those who do not wish to pay for water.

The Fire Department is maintained, which has won a deserved reputation for efficiency. It is equipped with thirteen steam fire engines of the most approved designs, and with an ample provision of hose and ladders. The engine-houses are modeled and arranged so as to admit of the promptest service. A complete fire alarm system has its headquarters in the lofty tower of the City Hall.

The police force is admirably officered and organized, and is maintained in an excellent condition of discipline and efficiency.

A. D. & F. T. EISENMAN, Veterinary Surgeons and Dentists,

Office and Hospital, 222 E. Main, 1 square above Galt House.

Residence, 434 Third Street,
Residence Telephone 434-3.

Telephone 434-2.

LOUISVILLE.



Will practice surgery and dentistry within a radius of one hundred miles.

A new and elegant horse hospital with all modern improvements. Large and commodious box stalls, well ventilated and fly screened, soaking tubs with hot and cold water appliances, ambulance, etc.

JOSEPH · DENUNZIO,

—IMPORTER AND JOBBER OF—

Foreign, Tropical and California Fruits and Nuts,

316 to 322 Jefferson Street, between Third and Fourth,



LOUISVILLE, KY.

it consists at present of a Chief of Police, a Major, or Assistant Chief, four Captains for the Eastern Division, and two for the Western Division of the city, and eight platoons of patrolmen, each commanded by a lieutenant.

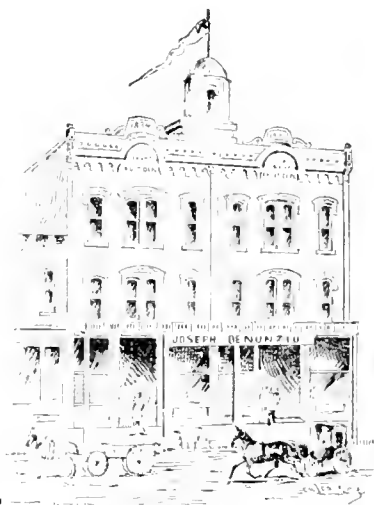
Illuminating gas is furnished by an incorporated company, in which the city owns a large proportion of the stock. The price of gas to consumers is moderate compared with prices elsewhere, and under the contract of the company with the city, has been, and must be, steadily reduced as the cost of manufacture diminishes or the profits of the company increase. Few cities in the country have been so fortunate as this in arrangements for light. Louisville takes a just pride in her excellent public schools. Critics whose authority in such matters is recognized, have ranked them only second to those of Boston. The system embraces a High School for girls and one for boys, graded ward schools and night-schools. Ample provision is made for the education of colored youth in separate schools. A High School, occupying one of the handsomest and most commodious school buildings in the State is provided for them, besides excellent schools of lower grade. The provision made for them is in every respect as good as that made for white children. There are in all 35 public schools—29 for white and 6 for colored pupils, in which 400 teachers are employed. During the last school year the enrollment and attendance was as follows:

DAY SCHOOLS	ENROLLED.	DAILY ATTENDANCE.
Whites,	17,662	13,049
Colored,	4,585	3,000
NIGHT SCHOOLS.		
Whites,	1,030	687
Colored,	285	147

A number of private schools of a high order of excellence is maintained in the city. The higher education provided for in Louisville is exclusively of a professional character, except that there is a well-conducted and successful college for colored youth, known as the State University, which embraces an academic as well as a theological curriculum.

The University of Louisville was chartered by the General Assembly of Kentucky, February 7, 1846, with authority to establish all the departments of a University for the promotion of every branch of science, literature and the liberal arts. Only schools of Law and Medicine have been organized under the charter. The building provided for the Academic Department is occupied by the boys' High School.

The Medical Department has had a highly successful career, and ranks as one of the leading medical schools in the country.



Joseph Denunzio.

S. WETTERER,

MANUFACTURER OF

Boots, Shoes and Gaiters,

720 W. Jefferson Street, LOUISVILLE, KY.

Boots and Shoes made to order on short notice.

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LEE VOGEL

DOLPH · MATHEY · & · CO.

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Saratoga Sample Room,

S. E. Cor. Fifth and Jefferson, LOUISVILLE, KY.

MEYER HILPP & CO.

PROPRIETORS OF

“Bodega” Sample Rooms,

218 Fourth Avenue. LOUISVILLE, KY.

FINE WINES AND WHISKIES, CIGARS
AND TOBACCO.

SAM RISLEY, Manager.

M. LEWIS CLARK, President.

B. G. BRUCE, Secretary.

Louisville · Jockey · Club.



FALL MEETING COMMENCING

Thursday, September 19, '89.

— + —
Eight · Days · of · Superb · Racing.

Many of its professors have attained more than a national reputation, and the present large and able faculty labor earnestly to maintain the high reputation of the school and increase its efficiency. It occupies a handsome building in the heart of the city. Its lecture-rooms, cabinets, library, laboratories and dissecting-rooms are furnished with everything necessary for convenience and instruction, while its museum, already one of the finest in America, is being constantly added to from various sources. A free Dispensary is maintained, and a new building admirably adapted for its use has recently been erected.

The Law Department of the University has been in continual operation since its organization under the charter. While its lectures have not attracted the large number of students that have attended those of the Medical Faculty, it has always maintained a high reputation owing to the professional standing of its faculty and the care which they have always exercised in conferring degrees, and numbers among its alumni, many of the most distinguished names in the West and South. Louisville is recognized as a western center of medical education; and besides, the Medical Department of the University, the Louisville Medical College and the Hospital College of Medicine, a department of the Central University of Kentucky at Richmond, have attracted a large number of students to Louisville.

Louisville's position as a center of medical education. This, like all the medical schools mentioned, maintains a free dispensary. The Louisville College of Dentistry, like the Hospital College of Medicine, is a department of the Central University of Kentucky at Richmond. It maintains a dental infirmary, open daily and free to the poor, which is attended by the faculty and demonstrators of the college. Though a public library was established very early in the history of Louisville, and attained respectable proportions, no sufficient funds were provided for sustaining it, and its collection of books was finally scattered. The public libraries now maintained in the city are the Law Library, sustained by the legal profession for its own use, and con-

In fact it may be said that the manufacture of physicians is one of the most ably conducted and flourishing industries of Louisville.

The Baptist Theological Seminary, the principal institution for the theological education of the Southern Baptist Church, has beautiful buildings, soon to be added to, and attracts to the city a large number of students of the best class.

The College of Pharmacy for the instruction of apothecaries and pharmacists, has attained a high rank among institutions of the kind, and is well attended.

The Kentucky School of Medicine, which gives a spring course of lectures, has a large and able faculty, and helps to strengthen



J. M. Robinson & Co.

ESTABLISHED 1833.

Phoenix Foundry & Machine Works.

C. F. GRAINGER, Sole Proprietor.

GRAINGER & CO.

Steam Engines and Mill Machinery,

LOUISVILLE, KY.

Distilleries, Tanneries, Flour Mills, Corn Mills, Steam
and Hand-Power Elevators, Etc., Etc.

HUGH STAFFORD,

MANUFACTURER OF

Whisky, Pork & Lard Barrels,

ALL KINDS OF

COOPERAGE.

Dealer in all kinds of Staves,
Headings and Hoops.

1221 Reservoir Avenue.

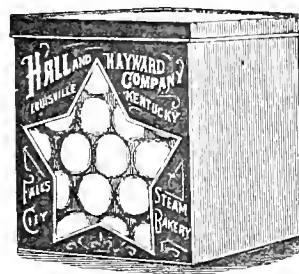
All orders promptly attended to.



Falls City Steam Bakery,

—AND—

→*CANDY MANUFACTORY,*←



Manufacture every Variety of

Crackers, Fine Cakes, Pure Plain
Candies, Chocolates, Fine
French Candies.

Call or send for Price-List.

Hall & Hayward Company,

235 to 239 West Jefferson Street.

The Right Place to Buy Your

FURNITURE, CARPETS, ETC.

—IS AT—

W. B. Trumbo Co.'s New Store,

934 W. Market Street, LOUISVILLE, KY.

Where everything is new, bright and sparkling. No
old or second-hand goods to mar their beauty. Call and
see us.



Kenyon Building.

taining a very complete collection of reports. It is a well managed and useful institution. The Polytechnic Society of Kentucky, having a charter from the State, maintains a free public library, which is also used, under certain conditions, as a circulating library. It contains 30,000 volumes, embracing many rare and valuable works. The society also has a very fine collection of fossils and minerals, a museum of curiosities, and an art gallery containing some fine specimens of sculpture and an excellent collection of paintings. The charter and plan of organization of the Polytechnic Society contemplates educational and scientific work in various fields, and with a liberal endowment it can be made a great educational force. As it is, besides maintaining a library, courses of free popular science lectures are given annually. The society owns a handsome and extensive building on Fourth street, but its income is not sufficient to enable it to make the additions to its library and work necessary to their highest efficiency.

The Kentucky Institution for the Blind, and the Kentucky Institution for the Colored Blind, charities of the noblest description, and admirably managed by the present superintendent, are located here. The blind children of the state are here educated and trained for lives of usefulness, with rare skill and remarkable success. The American Printing House for the Blind, endowed by the National Government, is located adjacent to the Blind Asylum. In it printing for the blind is extensively carried on, and its work has a high reputation. Other public buildings and institutions, belonging to the General Government, which are located here, are the Marine Hospital, for the use of river boatmen, under charge of a regular surgeon of the Marine Hospital Service and an assistant, one of the largest institutions of the kind in the West; the old Custom House, finished about 1852, a large, handsome building on the corner of Third and

VIRGIN



TRADE-MARK

BAKING POWDER

SOLD IN CANS ONLY.

Pure, palatable food and good health of more value than cheap adulterated goods and ruined digestion. Virgin Baking Powder the purest, strongest and most wholesome powder that it is possible to make.

Never varies, never disappoints.

NEAT BROS. & CO., Louisville, Ky.

Correspondence desired with live dealers in every town. Will make it to your interest. Write for particulars.

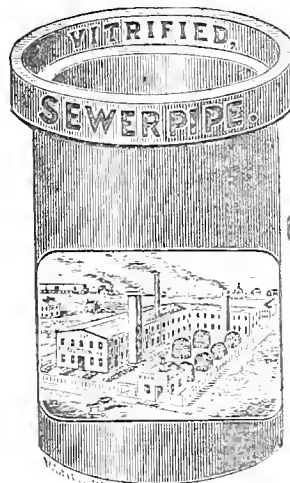
FALLS + CITY

Sewer Pipe ^{and} Terra Cotta Works,

ESTABLISHED 1853.

P. BANNON,

MANUFACTURER OF



Sewer Pipe.

Fire Clay
Chimney
Flues.

Flue Linings.

Chimney Tops.

Fire Brick.

Boiler Tile.

Drain Tile.

Flower Pots.

Garden
Vases, &c.



Office, 548 Fifth Street, LOUISVILLE, KY.

FACTORY 13th AND LEXINGTON.

Green streets, occupied by the postoffice, U. S. Courts, offices and other Government departments; the new Custom House, a much larger and finer building on the corner of Fourth and Chestnut streets, now approaching completion, and to cost, exclusive of the ground, \$1,000,000, and the Life Saving Station, established because of the frequent loss of life on the falls.

Louisville is better supplied with charitable institutions than any city of its size in the country. There are thirty-eight of them in all, including St. Joseph's Infirmary, the Church Home and Infirmary, built by the late John P. Morton, the John N. Norton Memorial Infirmary, the Masonic Widows' and Orphans' Home and Infirmary, St. Mary and Elizabeth's Hospital and Infirmary, ten orphan asylums, including one for colored children and one for foundlings, a Home for Friendless Women, and a Young Woman's Boarding House. The Louisville Charity Organization Society, an admirable association for helping the work of benevolent individuals and institutions, protecting them from imposition, helping the worthy poor to help themselves, and preventing charity from generating pauperism, is a useful aid and complement to the charity work of the city.

The people of Louisville have always been partial to amusements, and it is a historical fact that the first theater was built before the first church. There are now five regular theaters in operation, which furnish every grade of entertainment, from cheap minstrelsy and variety shows to the most elaborate histrionic over the country for intellectual ability and zeal for religious faith and works of charity and piety.

The breeding and training of fine horses is a business which has almost been forced on Kentucky by the excellence of her pastures, the character of the water flowing through them and the nature of her climate. The breeding and training of horses has always involved racing. Louisville had a race-course as early as 1831, and on the Greenwood and Oakland course, in the vicinity of the city, there were some famous contests before the war. The Louisville Jockey Club maintains on Churchill Downs, just south of the city, one of the finest tracks in the country. Meetings in spring and fall draw the best horses from all the leading stables, and the rigid suppression of all attempts at trickery, the unrelenting punishment of detected fraud, the



R. Knott & Sons.

and operatic performances. Open air resorts are not numerous, but the lofty and breezy terraces of Phoenix Hill Park, and the shaded and river bordered grounds of Fountain Ferry Park furnish citizens who wish to take their families for a day's or an evening's outing every comfort and convenience with entire safety from unpleasant contact or intrusion.

The delay in building the first church has been amply made up. Louisville has now 142 church buildings, many of them tasteful and imposing specimens of ecclesiastical architecture. The list of her clergy now living and those who have adorned her pulpits in the past embrace many whose names are held in honor all

Monogram Work.

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—AND—

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Complicated Watch

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Music Box

Repairing, &c., &c.

ESTABLISHED 1836.

THE JOSEPH MITCHELL BOILER YARD.

Builder of Steam Boilers,

C. J. WALTON, PROPRIETOR.

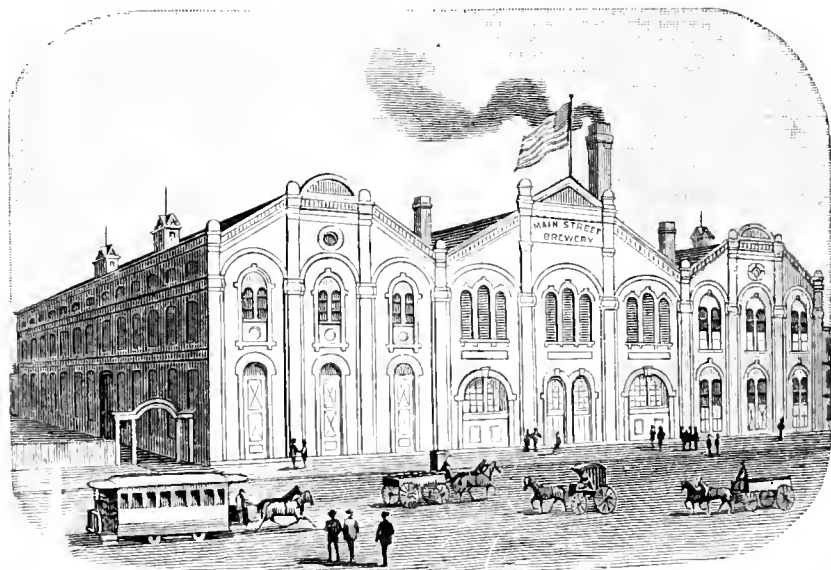
1219 W. Main Street, LOUISVILLE, KY.

careful maintenance of good order and decorum on the grounds, and the spirit of gentlemanly honor and courtesy which has characterized the present management, have made the Louisville Jockey Club one of the foremost associations of the kind in the world.

The military spirit of the city is represented by the Louisville Legion, six infantry companies and one battery, constituting the first regiment of the Kentucky State Guard, and the Louisville Light Infantry, an independent company. These commands are maintained in an excellent state of military efficiency, and exert a strong influence in behalf of law and order. The Legion

has been frequently called on for service in different parts of the State, and has always borne itself in a way to add to its soldierly reputation. It took part in the great parade in New York in honor of the inauguration of the government under the Constitution, and attracted very complimentary attention. It is a public-spirited organization, and on all occasions of civic display lends the aid of its presence to the pageant. Louisville has a good number of musical societies, the oldest and largest of which is the Liederkrantz, embracing within its membership a large portion of the best German population. The Musical Club, a younger organization than the Liederkrantz, is like that body in giving the public the benefit of its studies by holding regular concerts.

The city has several well-organized and successful social clubs. The oldest and leading one is the Pendennis, which has a large membership among those most prominent in the business and



Senn & Ackermann's Lager Beer Brewery.

social circles of the city. It owns a handsome building, formerly one of the finest residences in the city, on a large lot, securing ample room around it, and situated conveniently between the business and residence portion of the city. The Standard Club was organized by the Hebrew element of Louisville society. It also owns its own house, which includes a handsome hall for theatrical entertainments and balls. The Kentucky Club is composed of a younger element than those comprising the Pendennis membership. The University Club is a new organization composed of college men. The Brownson Club was organized by Roman Catholics, and the Garfield Club by republicans.

Sole Agent for the Celebrated

Dunlap Hats, New York, * Christy Hats, London.

*Wm. B. Steinson & Co. Fine Soft
and Stiff Hats.*



*G. S. Guyer Fine Hats, and
other first-class makes.*

THE BEST STOCK OF

Ladies' Fine Sealskin Garments, Ladies' and Children's Fine Furs.

ARTHUR PETER & Co.

(Established 1817)

Wholesale Druggists and Importers,

Nos. 716 and 718 Main Street, LOUISVILLE, KY.

* **CHILLS.** *

Wintersmith's Tonic Syrup or Improved Chill Cure. The most successful remedy for Fever and Ague ever known. Prevents "Malaria" in its various forms. Contains no Quinine, Arsenic, nor any deleterious substance whatever. ARTHUR PETER & Co., Wholesale Agents, Louisville, Ky.

Headquarters for French, German, English and American Laboratory Products of Guaranteed Therapeutic Value and Standard Requirements.

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Established 1832.

Drug * Importers,

* **FINE * CHEMICALS,** *

New Remedies, Reagents, Essential Oils, Botanical Goods, Etc.

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Chemists,' Assayers,' Photographers,'

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and Microscopists' Laboratory Supplies.

We stock a large assortment of Dressings and Appliances for Invalid, Surgeon, Physician, Hospital, Asylum, Sick Room, Accident and Office Purposes.

LOUISVILLE, KY.

A great number of benevolent orders and secret societies, with various objects, flourish in Louisville. The city is unusually well supplied with street railway facilities, and a system of transfers enables passengers to reach any part of the city for one five-cent fare. An electric railway was recently opened from one end of the city to the other, and has proven very successful. The drawing of street-cars by animal power will everywhere be abandoned in the course of a few years.

The financial condition of the city government is sound and good. The funded debt on the 1st of January, 1889, amounted to \$8,189,000, to meet the principal and interest of which there is provided a sinking fund, with assets of \$3,206,459.45, and a cash annual income of over \$700,000. A portion of the assets consists of unavailable property, such as the wharf and stock in the Water Works, but the assets convertible into cash are worth more than a million and a quarter of dollars. The net income takes care of the interest, and will provide for the principal long before it is due. Four-per-cent bonds of the city were mostly sold slightly above par; they should have brought a higher price in comparison with the bonds of other cities. Louisville's financial condition is excellent, but her credit has been injured by extravagant statements about municipal expenses and the danger from them.

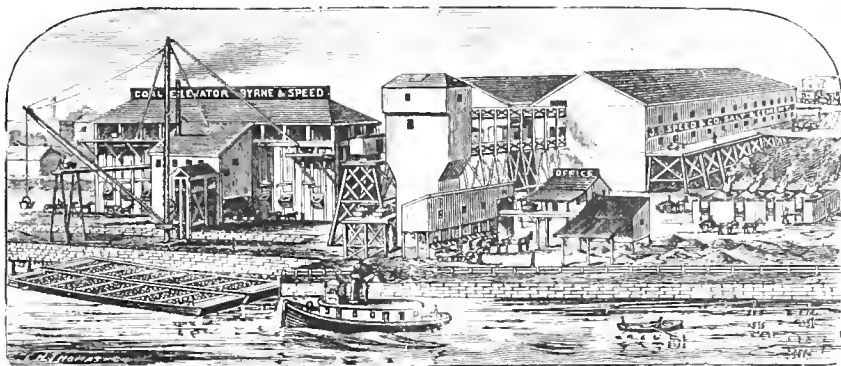
The assessed valuation of property for taxation for the present year is \$72,663,234. Since the present law went into effect in 1885 there has been a steady increase each year in the assessments, beginning in 1885 with \$62,763,461. The revenue for this year amounted to \$1,403,525.75, of which \$412,525 goes to the sinking fund. The tax rate for the year is \$2.02 on the \$100, which is lower than it has been for years.

The transportation facilities of Louisville are excellent: situated on the Ohio, one of the finest rivers on the globe, boats from her wharves can visit thirty navigable rivers. Navigation of the Ohio for more than two years past has been uninterrupted by drought or frost, and the steamers of the packet lines have made their regular trips without interruption during that time, a fact unprecedented in the history of river navigation. As has heretofore been noted, the business of steamboating has declined—only two regular lines of packets sail from this port—one to Cincinnati and one to Henderson. The river commerce, however, still continues very large, though confined mostly to freighting, the railroads having taken the passenger business, and the freighting is done largely in barges towed by tugs or steamboats.

The railroad system of Louisville, the beginning and early progress of which has been described on a preceding page, has been greatly developed in the last four years, and valuable additions to it are in progress. The chief element in it is the Louisville & Nashville system, which has been to Louisville what the Pennsylvania road has been to Philadelphia, and the Baltimore & Ohio to Baltimore. It is the most extensive system centering at Louisville, and its lines reach into the heart of the region with which Louisville does the most of her trade. It owns or controls a main line to New Orleans, passing through Nashville,



Kentucky Malting Co.'s Elevator.



J. B. Speed.
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BRANCH OFFICE and YARD, Hancock and Main Streets. LANDINGS, Foot of
Floyd, Sixth, and Preston Streets.

Telephone 111, Ring 2, and 113, Ring 2

Decatur, Birmingham, Montgomery and Mobile; its branches or tributary lines extend to Cincinnati, Knoxville, Chattanooga, Atlanta, Pensacola and Florida points, Florence, Memphis and St. Louis outside of Kentucky, while within the State they connect Louisville with Covington, Newport, Lexington, Frankfort, Shelbyville, Bloomfield, Bardstown, Springfield, Pineville, Middlesboro, Bowling Green, Russellville, Owensboro, Hopkinsville, Henderson, and other of the most important towns of the State. It spreads out southward like a great hand, with its fingers reaching out in all directions for trade. It has a handsome building for its main offices on Main and Second, and is now erecting a new passenger depot suitable for its business at Broadway and Tenth street. Its new branch to Pineville and Middlesboro begins the development of a great mineral and timber region until recently inaccessible; the Kentucky Midland, in course of construction from Frankfort eastward, through the heart of the bluegrass and into the heart of the canal coal region, will be a valuable feeder to it; its new line through Powell's Valley may develop in a new route from Louisville to tide-water, at Norfolk; Middlesboro, or Pineville promises to rival Birmingham as a furnisher of traffic, and the new mineral road in Alabama and the new branch to Sheffield will add largely to its freight tonnage. The growth of business has made necessary the building of double tracks on its lines near Louisville, east and south, and near Nashville, on the north side. As this great corporation prospers, increases its facilities and extends its lines, Louisville will broaden her boundaries and find new customers for her goods.

The Chesapeake & Ohio, reaching from the Ohio river to tide-water at Newport News, running over its own and leased lines to Lexington and Newport, comes into Louisville over the lines of the L. & N., giving her a short route to the famous watering places in the Virginia mountains, to the National Capitol and to the sea-shore. The Newport News & Mississippi Valley, the name of the Chesapeake & Ohio system till of late, now extends as an independent line westward to Paducah, then to Memphis, and thence by a road under the same control, through the rich river region of Mississippi to New Orleans. The Louisville Southern railway, a valuable recent acquisition to the railway system of the city, connects Louisville with the Cincinnati Southern, giving a competing line to Chattanooga, Knoxville and Birmingham, and a third line to New Orleans. Extensions of the Louisville Southern have given a new line to Lexington, and will soon open to Louisville business the rich bluegrass country about Richmond, and the mineral wealth about the Three Forks of the Kentucky. The Kentucky Union railway, which has its headquarters in Louisville, may be considered as part of its railway system. It is in process of construction from Lexington through the famous Red river iron region, and thence through the middle of the eastern mineral region of the State, tapping the finest canal coal deposits in the world, and the greatest untouched body of hardwood timber in the United States. Its business can reach Louisville over either the Louisville & Nashville or the Louisville Southern. Extending down



Louisville Banking Co.

E. W. HERMAN, PRESIDENT.

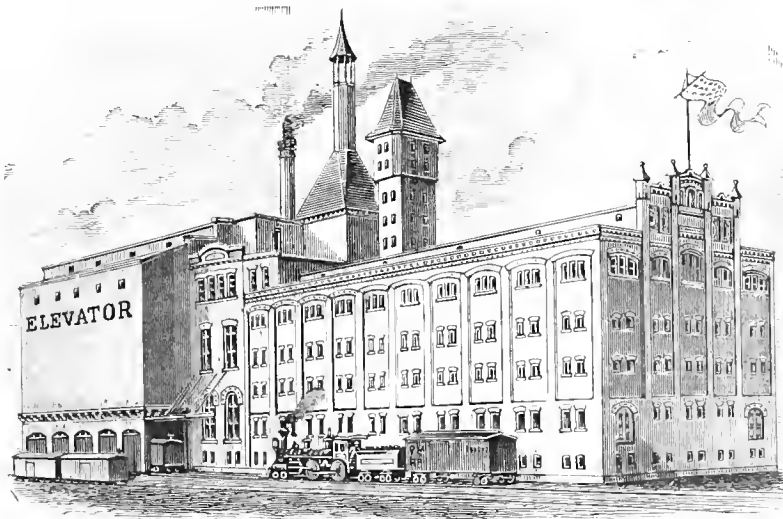
J. H. PANK, SECY AND TREAS

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Brewers' Malt

A SPECIALTY.



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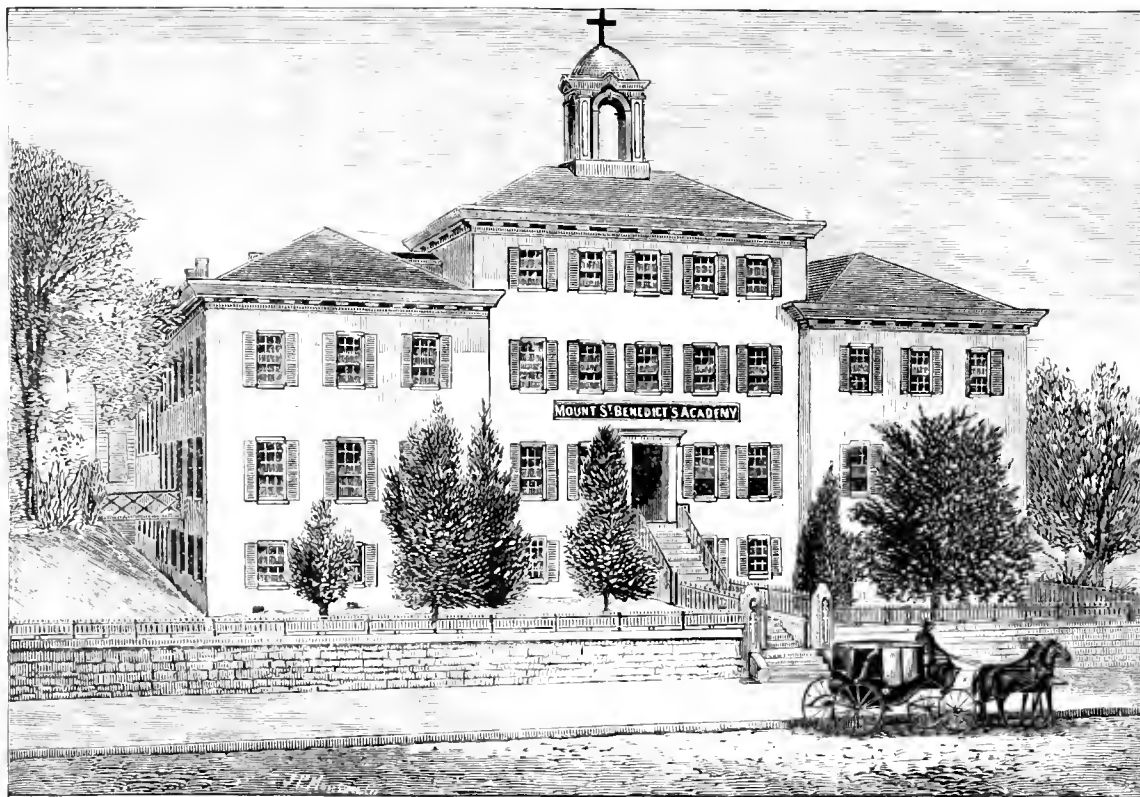
OFFICE, • MALT • HOUSE • and • ELEVATOR, • Corner • Thirteenth • and • Maple • Streets,

LOUISVILLE, KY.

OUR WESTERN MANUFACTORY:

J. H. PANK & CO., Clybourn Place Bridge, CHICAGO, ILL.

the river, between it and the Newport News & Mississippi Valley road, it passes through the new natural gas region, and furnishes a long-desired, close connection with the flourishing river towns of Cloverport, Harrisville, Owensboro and Henderson.



Mount St. Benedict Academy, Portland.

construction of the projected Louisville & Dayton road. North of the river the Jeffersonville, Madison & Indianapolis railroad, whose construction has been before referred to, brings into Louisville the great Pennsylvania system to which it now

A branch to Hardinsburg and Falls of Rough will increase its value and usefulness. The Louisville & Harrods Creek road, extending up the river, operated by the Louisville & Nashville, opens to the inhabitants of Louisville a region admirably adapted for suburban residence. Besides the great bridge over the river, whose construction has been recorded, another, the Kentucky and Indiana Bridge, has been built between Louisville and New Albany. It is a Cantalever bridge, and one of the largest of its class. A third bridge over the river from Louisville to Jeffersonville is under contract, and when finished will probably lead to the early



HARRY WILCOX,



173 and 175 Fourth Avenue,

LOUISVILLE, KY.

SOLE AGENT

Pabst Brewing Company, Milwaukee, Wis.

SPECIALTIES:

BOHEMIAN EXPORT BEER, For Family Use.

BARLEY MEAD, For Nursing Mothers and Invalids.

Also FRENCH LICK PLUTO WATER.

OSCAR BRAUNSTEIN, SOLICITOR.

FRANK SENN

PH. ACKERMAN.

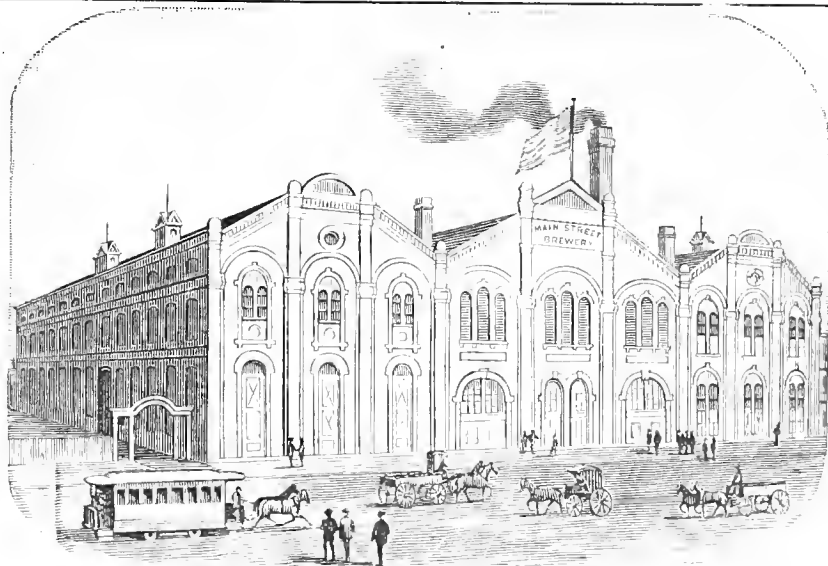
SENN & ACKERMAN,

PROPRIETORS

Main Street Brewery,

1710 to 1720 West Main St.

LOUISVILLE.



belongs. The Ohio & Mississippi comes in over its own branch line; west of that is the Louisville, New Albany & Chicago, known as the Monon route, and now the lessee of the Louisville Southern; and still west of that enters the Louisville, Evansville & St. Louis. Over these numerous lines the merchants and manufacturers of Louisville can draw their supplies and ship their goods from and to all parts of the country. Trains passing every half hour over the two bridges connect the flourishing cities of New Albany and Jeffersonville with Louisville, carrying passengers for the same fare charged by the street railways.

The banking facilities of Louisville are excellent, twenty-one incorporated banks having a paid-up capital of \$9,326,800, an aggregate surplus of \$3,551,252, and at the last report a combined net deposit of \$22,505,000 furnish liberal accommodations to her trade. A new bank, to have a capital of \$500,000, is in process of organization. There are three private banking houses in addition to the incorporated institutions. The banks of Louisville have always been conservatively managed, and have deservedly won a high reputation for stability and security. The following record, from the reports of the Louisville Clearing House, shows the growth of the banking business, and reflects the general growth in the commerce of the city:

Annual Clearings, 1880,	\$149,587,212
" " 1881,	198,170,532
" " 1882,	193,667,491
" " 1883,	224,845,981
" " 1884,	211,062,250
" " 1885,	217,748,602
" " 1886,	233,311,327
" " 1887,	281,110,581
" " 1888,	301,159,337

The clearings so far this year indicate a total for the year of \$350,000,000 against \$108,219,933, for 1878, showing that the clearings have more than trebled in the course of ten years.

Louisville's supremacy as a tobacco market is demonstrated by the record of the sales at her seventeen warehouses, and is recognized throughout the commercial world. The fact that on her breaks can be found ample supplies of all kinds of tobacco, the burley in its perfection and all grades of dark, an advantage that no other market possesses, makes it the favorite resort of buyers, and where the buyers congregate the market is built up. The great manufacturers all over the country and the governments which control the tobacco supply of their nations, all have their regular representatives in this market. The tobacco warehouse, for a long time little more than rough but spacious sheds, are now all substantial structures, well arranged for convenience of handling the bulky hogsheads in which the rich leaf is packed, and several of them are very handsome buildings, which would



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Established 1865.

Incorporated 1887.

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The Currie Fertilizer Co.

Corner Washington and Buchanan Streets,

LOUISVILLE, KY.

• • Works at South Louisville, Covering 30 Acres. Annual Capacity, 35,000 Wagons. • •

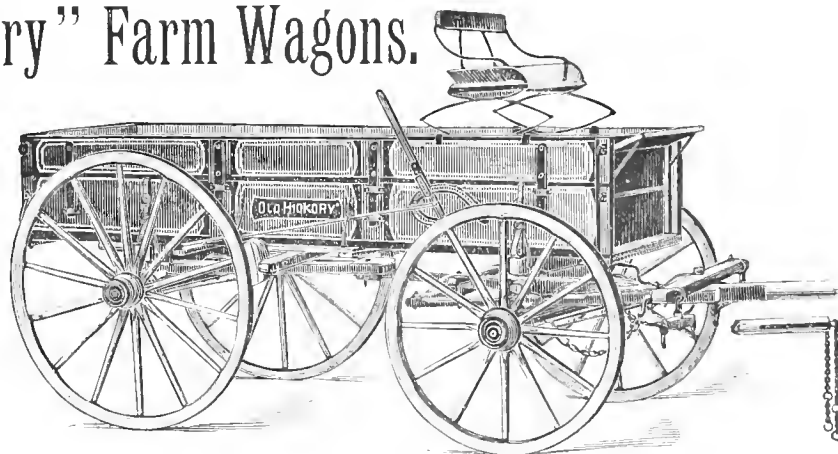
The Premium "Old Hickory" Farm Wagons.

FREIGHT WAGONS,
LUMBER WAGONS, LOG WAGONS, Etc.

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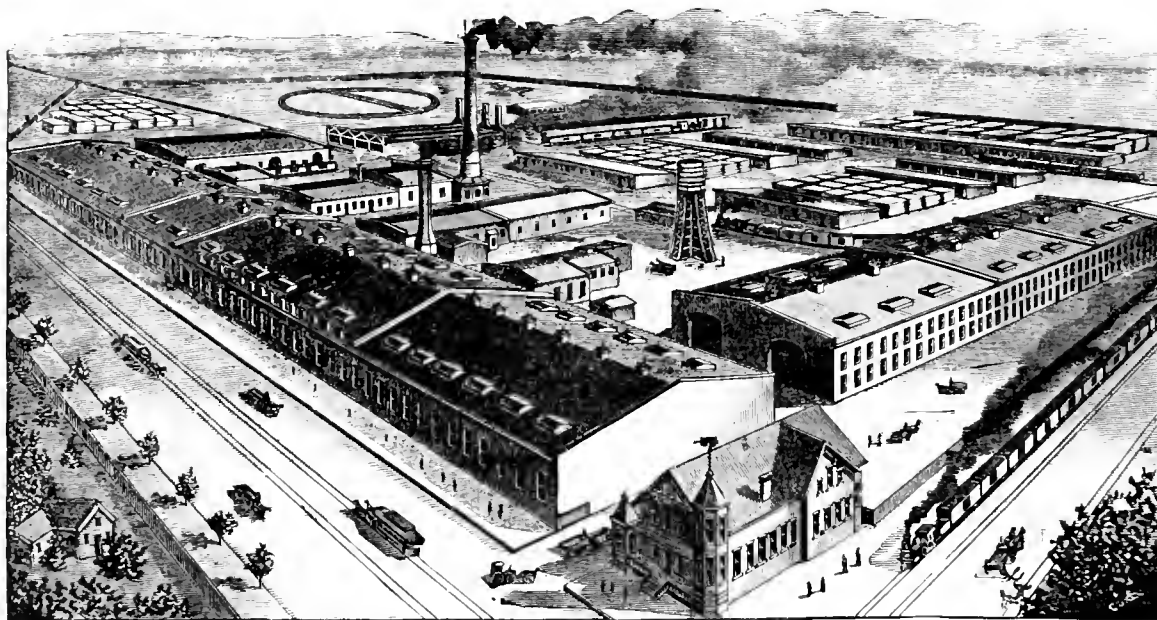
Kentucky Wagon M'f'g Co.

LOUISVILLE, KY.



Send for Illustrated Catalogue.

ornament the finest commercial thoroughfare. In 1888 Louisville handled 56 per cent of the whole western tobacco crop. In 1885 a great industrial parade took place on September 17th, to celebrate the fact that the sales of that year had reached 100,000 hogsheads, at that time an unprecedented number. Miles of attractive floats were drawn through the city on that occasion through streets thronged with thousands of spectators. The sales went on, and before the year closed reached 127,046 hogsheads. That great number has since been surpassed, one season's sales exceeding 135,000 hogsheads, or about 170,000,000 pounds. The



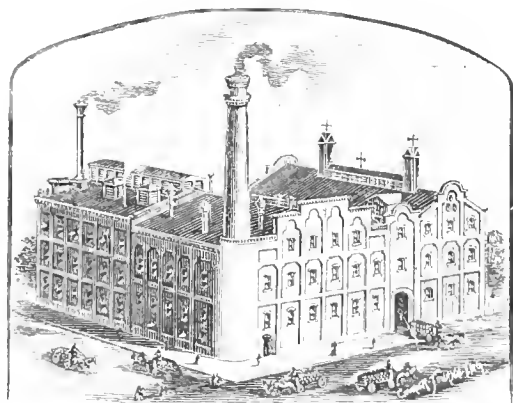
Works of the Kentucky Wagon Manufacturing Co.

development of Louisville's tobacco market has kept pace with the growth of the city, and its great extension in later years has been due to the extension of its transportation facilities. The early settlers coming, many of them from Virginia, brought the cultivation of tobacco with them, and a tobacco warehouse was one of the earliest business features of the town of Louisville. There was a log warehouse at the mouth of Beargrass in 1795, for which the Legislature provided rules for inspection. Col. John Campbell had one at an early day, which stood on the river bank, opposite Corn Island, at which inspection was stopped in favor of the warehouse at the mouth of Beargrass. In 1821 a new inspection was established on the lot of W. H. Booth, to be known as "Booth's Inspection," and to be governed by the same rules as other inspections in the State. In 1837 the total receipts were 2,133 hhds. By 1857 they had risen to 9,012 hhds. The increase has been regular and steady since then up to the present time.

development of Louisville's tobacco market has kept pace with the growth of the city, and its great extension in later years has been due to the extension of its transportation facilities. The early settlers coming, many of them from Virginia, brought the cultivation of tobacco with them, and a tobacco warehouse was one of the earliest business features of the town of Louisville. There was a log warehouse at the mouth of Beargrass

CITY BREWERY.

FRANK FEHR, PROPRIETOR.



F. F. X. L. and Lager Beer.

420 to 440 E. Green, and 415 to 431 Marshall Sts.

We Challenge the World to Produce a Purer or Better Article.



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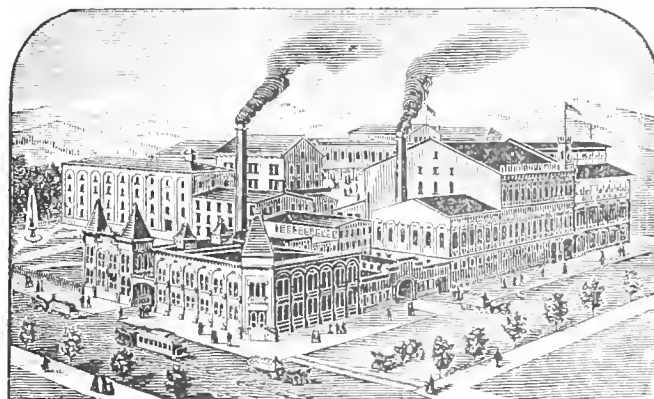
G. A. Ehmann
John Stagner

P. WEBER,
President.

FRED. WEHRLE,
V. President

W. A. WEBER,
Secretary and Treas.

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— BREWERS OF —

Lager, Pilsner, and

Bohemian Beer.



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Branch Office 225, Ring 2.

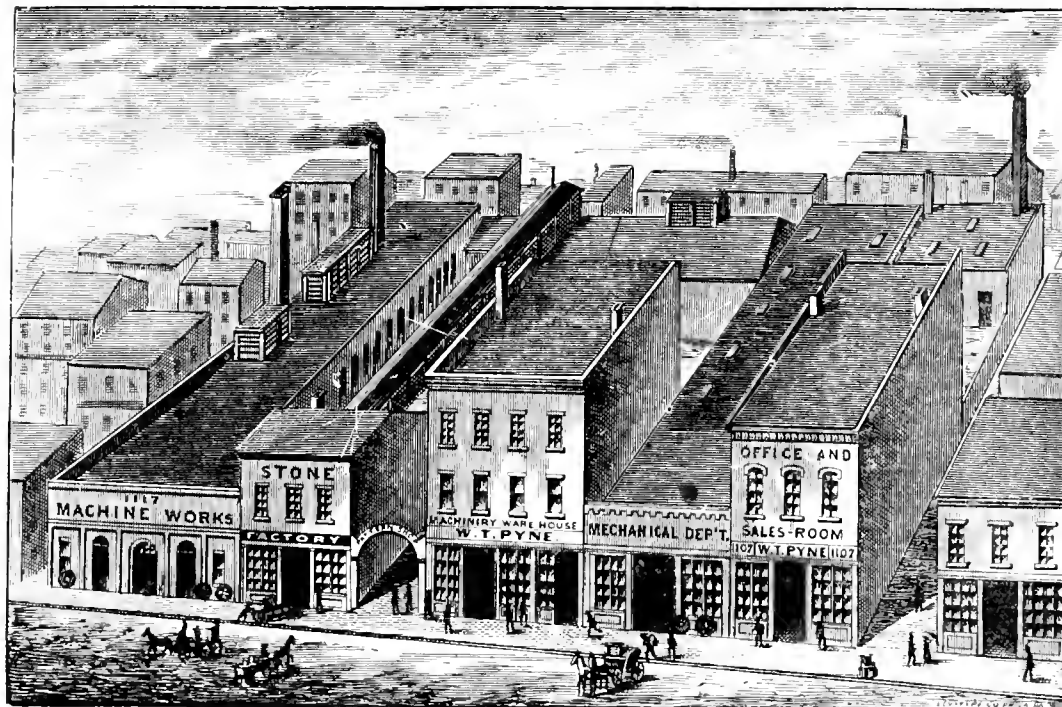
The tobacco dealers have their own Board of Trade or Exchange, in which buyers and warehousemen are equitably represented, and which regulates the methods by which dealings shall be conducted. Daily auction sales are held in each warehouse, the auctioneers, buyers and sellers proceeding from one to another, according to an established order.

The tobacco business of Louisville is not confined to sales of the leaf. The manufacture of plug tobacco is carried on extensively. There are several large establishments whose favorite brands are well known throughout the whole country, and whose business has grown to large dimensions. Popular brands of smoking tobacco are also manufactured.

Louisville is the natural place for the manufacture of plug tobacco. The supply of leaf in every desired variety and quality is here, the facilities for manufacturing cheaply here are as good as elsewhere, and the great market for consumption is as near to Louisville, and as accessible from here as from any place.

The inevitable tendency is for Louisville to become the great tobacco manufacturing point. Stripping and re-handling tobacco for export is largely carried on here also.

The tobacco of this state is not adapted for use in cigars, but there are numerous cigar factories here, and a number of them have established brands and do an extensive business. The following figures, obtained from the office of the Collector of Internal Revenue, give totals for the whole revenue district, but the amount of business done outside of Louisville is inconsiderable:



Works of the W. T. Pyne Mill and Supply Company.



W. T. PYNE



Mill * and * Supply * Company,

MILLWRIGHTS AND MACHINISTS.

Nos. 1107 to 1119 W. Main Street,

LOUISVILLE, KY.

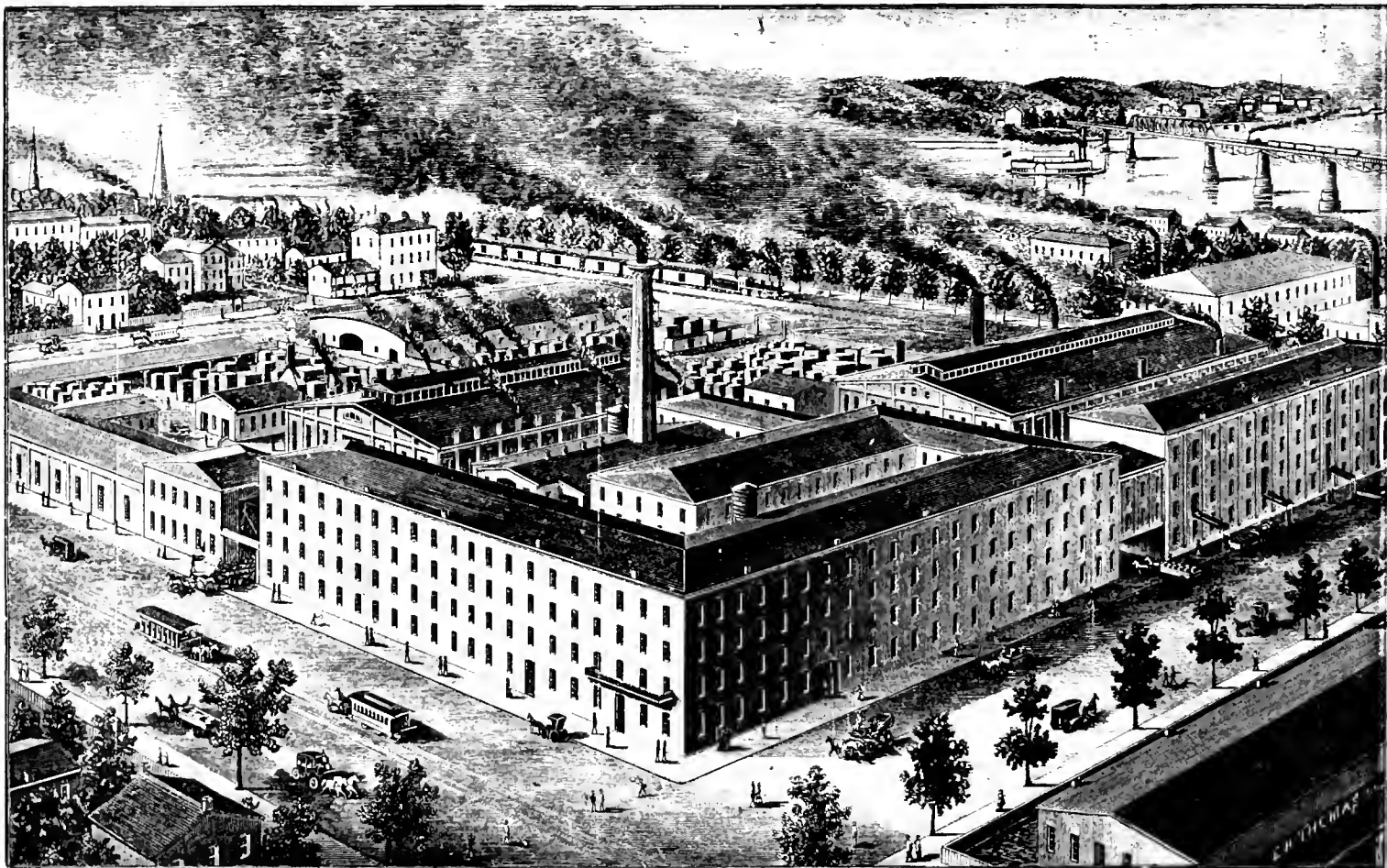


Respectfully call your attention to the fact that they build and supply Distilleries and Grain and Flour Mills with Rolls, Grain Mills, Engines and Boilers, new or second-hand. We keep in machine shop expert machinists to bore out Cylinders and refit Engines, repair all kinds of Steam Pumps, Inspirators, Governors, Mill Picks, Brass Fittings, &c. Over twenty years' experience, being a guarantee of perfect work.

We cordially invite you to visit us while in the city, or write for catalogue and prices

We also keep in Stock and Ship on
Short Notice:

STEAM PUMPS,
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MILL PICKS,
PIPE,
GLOBE VALVES,
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GOVERNORS,
LEATHER BELTING,
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PACKING,
CYLINDER AND
ENGINE OIL,
WOOD COGS,
WOOD TANKS,
LACE LEATHER.



B. F. AVERY & SONS' PLOW WORKS.

B. F. AVERY & SONS,

MANUFACTURERS OF

Plows & Cultivating Implements

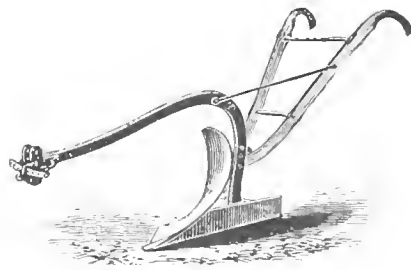
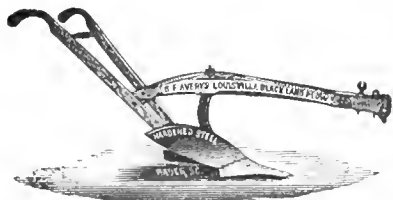
LOUISVILLE, KY.

Cast Plows.
Chilled Plows.
Steel Plows.
Sulky Plows.
Gang Plows.
Railroad Plows.
Cotton Planters.



"BLUEGRASS SULKY PLOW."

Hillside Plows.
New Ground Plows.
Double Shovel Plows.
Cultivators.
Potato Diggers.
Harrows.
Steel Single and
Double Trees, Etc.



Number of tobacco factories,	22	Number of cigar factories,	85
Product last fiscal year,	13,695,941	Product in last fiscal year, pounds,	20,007,350
Tax collected in fiscal year,	\$1,075,675.28	Tax collected last fiscal year,	\$60,022.05

One of the earliest to assume prominence among the industries of Louisville was that of pork-packing. It was, before the war, easily the most important commercial interest in the city. For some years Louisville then carried on a hopeful contest for supremacy in that line, and the business reached its climax in 1853-4, when the season's packing amounted to 407,775 hogs. In the season of 1881-2 the packing amounted to 309,261, and the business continues to hold an important rank, though the number of hogs killed has not since reached the figures given above. The opening of the great prairies of the West, and the vast and cheap production of Indian corn in that region has carried the great centers of the pork-packing business to farther western cities, and the provision trade of Louisville has assumed a different character. The extensive railroad and transportation facilities of Louisville, reaching out as they do into a country unparalleled for productiveness in the world by any region of the same area, naturally make it the packing point for the surplus hogs of a large and prosperous farming community and its facilities for distributing the hog product to the markets which consume them most liberally are only equaled by its facilities for gathering in the hogs.

In addition to and in conjunction with the killing and packing of hogs, Louisville does a large and growing business in curing bacon, and Louisville-cured hams and breakfast bacon are known to epicures all over the world. Besides curing those products of the hogs killed here, large quantities are imported for curing purposes from the leading packing points in the West.

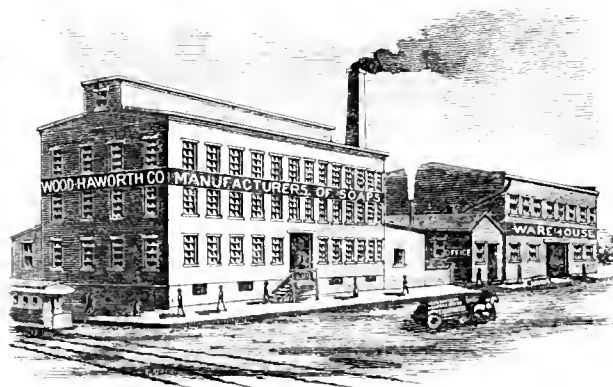
Another historical industry of Louisville, and peculiar to it, is the manufacture of hydraulic cement. The natural cement rock crops out with the rocky barrier which forms the falls and is mined in the bed of the river, and has been uncovered at several points adjacent to the city. Cement from this rock was first manufactured as a business in 1830, by John Hulme, at Shippingport, for use in the construction of the locks of the canal around the Falls, and the manufacture at that point has been continued ever since. Some years subsequent to this date a mill was erected on the Indiana side at the foot of the Falls. The cement was used in a limited way throughout the Western States in the construction of various public works, until the outbreak of the war, by which time the annual product had increased to about 65,000 barrels. From that time the use of cement has steadily increased until the present time, when there are nine mills, the output of which amounted, in 1888, to 1,100,000 barrels. These mills are not all in the immediate vicinity of the city, but they are united in an association whose headquarters are in the city, and all of their affairs are managed from here. The increased use of the cement has been followed by a very great reduction in the cost of manufacture and in the selling price. During the war the cement was sold at about \$3 per barrel; now the market price is considerably below \$1 per barrel. The cement is sold in all the principal markets of the Northwest, West, and South. Most of the water works, bridges, custom houses and sewerage systems in the West and South are constructed with Louisville cement, and its uniform quality and high tensile and compressive strength have established for it a standard reputation among the engineers and architects of the country, while its cheapness, compared with the artificial cements of good qual-



ity, renders it a very valuable building material in the wide scope of country through which it can be easily distributed. All of the mills of the association are located immediately upon the river, or upon the railroads leading to the north of it, so that shipping facilities are secured upon the best terms in every direction.

Louisville early became an important distributing point for dry-goods, and her early merchants pushed their business with energy in all quarters to which their meagre transportation facilities allowed them access. The number of jobbing houses was at one period very much greater than at present, but the trade of the few was much greater and more extensive than was that of the many. Trade has become concentrated in fewer hands, and the notion business, formerly carried on as part of the dry-goods trade, is now conducted as an entirely different line. Full lines both of dry goods and notions are now carried in this market, and merchants who formerly had to go East to fill their stocks, can now complete them here in every line. The dry-goods and notion trade of Louisville now sell to Kentucky, Southern Indiana and Southern Illinois, Tennessee, Alabama, Mississippi, Arkansas, Northern Texas and Northern Louisiana, and to a less extent in Northern Georgia and Western Louisiana. The great Southern Exposition of 1883, operated to bring many southern merchants to this market who had never visited it before and made known to them for the first time its facilities for supplying their demands. The dry-goods trade is in a very sound and healthy condition, and there has been less financial trouble in that branch of business for many years than in almost any other. The annual sales of dry goods and notions aggregate now about \$10,000,000. This does not include the manufacture and sale of jeans clothing which is carried on here as a separate branch of trade. In view of the importance of Louisville as a dry-goods market, the fact that the city has no mill for the manufacture of cotton cloths, when it has such facilities for getting the raw material cheaply, and for economical manufacturing, has long been the subject of comment. A cotton mill has, it is true, been recently put in operation, but it does not yet make cloths.

The sale of drugs and medicines has long been an important part of the business of this city. Louisville is now, as it has been for many years, one of the best drug markets in the country. The prominence of the city as a center of medical education and the consequent gathering here of a large number of physicians and chemists, learned in therapeutics, has had the effect of putting at the head of the drug trade here, men who were not only capable as merchants, but especially qualified as druggists, and who have kept this market in the front rank for fair dealing and pure goods. In a kindred department of trade, the manufacture and sale of proprietary medicines, a large and very successful business has been done here, and several great fortunes have been derived from that source.



Wood-Haworth Co.'s Soap Factory.

The wholesale grocery trade, like the dry goods trade, has become concentrated in fewer hands. It was a leading feature in the early commercial history of Louisville, but though the aggregate of its operations has increased just as the size of the city has, it has not maintained its relative importance as a branch of local trade. Large stocks of New Orleans sugars and molasses were formerly carried here, and wholesale grocers continue, as in the past, to import coffees direct. The trade is in a very satisfactory condition. A large scope of country finds Louisville the most convenient point for getting supplies and stocks, and prices are kept so as to hold the dealers, who would naturally seek this market, entirely satisfied to continue their trade with it.



D. B. KLINE.

Before referring to any of the manufacturing industries of Louisville, its advantages in the matter of fuel supply should be noted. The Ohio river brings to this point the fine steam-producing coal of the Pittsburgh region, a distance of 600 miles, at a cost for transportation of from 40 to 53 cents per ton. Owing to its position at the falls and the good harbor here for coal craft at all seasons this is made the distributing point for Pittsburgh coal to Southern points. At least 40,000,000 bushels from the Monongahela region comes to Louisville, of which about 15,000,000 bushels remain here, the rest being distributed to Southern points. This cheap river transportation and abundant supply secures Louisville cheap coal, but protection against the casualties and uncertainties of river transportation is afforded now by the exhaustless supplies opened to her by the extension of her railway system. The coal fields of Southern and Eastern Kentucky, and those of Southern Indiana, are now within easy reach, and the charges of the railroad companies are moderate. The manufacturers and householders of Louisville are no longer in danger of a coal famine because the Ohio river dries up or freezes over, as it has been known to do. About two-thirds of the coal used in Louisville comes to her by river; this emphasizes the importance to her industries of the Ohio river as a channel medium of transportation, and should enlist the energies of her commercial community in all efforts to improve its navigation. One of the crowning advantages of Louisville as a manufacturing point is its large and certain supply of cheap coal.

Louisville's position as a produce market is one of constantly growing importance, and this branch of trade shows progress and increase each succeeding year. Situated, as has been remarked, in the midst of a large and fruitful agricultural district, with every portion of which her connections by river and rail are excellent, her industrial population rapidly increasing, and the local demand consequently growing, and provided with ample facilities for distributing perishable freight, she is the most desirable market for handling the crops of the adjacent section. Her greatest advantage in this trade, however, is her geographical position, located, as she is, half way between the important producing States of the North, with their varied crops, and those of

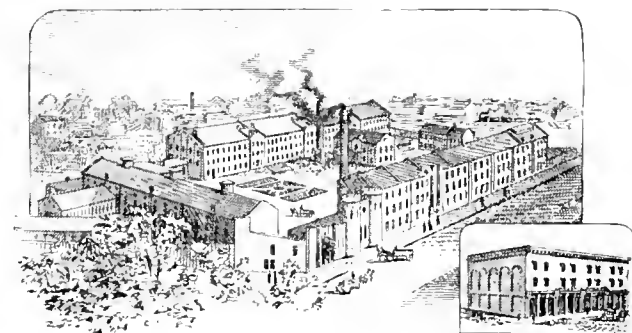


the South, devoted in the most part to a few staples, and depending on other sections for a large portion of their food supplies. This has made her an eligible distributing center for the two sections. Since fruit and vegetable farming has assumed large dimensions in the South, her distributing functions have been still more employed. Since the extension of her railroads, to give close and prompt connection with gulf ports, a large trade has grown up here in tropical fruits and nuts. Several firms do a very extensive business in handling oranges, bananas and similar southern fruits. One item of the produce trade will be sufficient to indicate the employment it affords to our transportation lines and local handlers; the local consumption of potatoes, the product of the immediate vicinity, amounts to 150,000 barrels per annum; the shipments amounted to 248,594 barrels.

One of the most thriving and noticeable of Louisville's industries is the manufacture of Kentucky jeans. Five large mills are devoted to this product exclusively, employing about 1,200 hands. No low grade goods are turned out by the Louisville mills, and for quantity and quality of goods manufactured in that line, Louisville stands first in the Union. Two other mills, one making

blankets and the other yarns, are located here. The manufacture of clothing from Kentucky jeans is an entirely new industry here. A few years ago, not a single firm was engaged in this business; in 1885 there were four and last year seven large establishments engaged exclusively in manufacturing jeans clothing from the product of Louisville mills. These houses employ 1,150 persons, mostly women. The goods they manufacture are taken rapidly by the largest wholesale clothing houses in the Northwest and South, and their excellence, both in quality and manufacture, has caused a demand for them which is likely to make this industry one of the largest in the city.

Louisville was early prominent in the hardware business, and the trade maintains its importance. There are six jobbing houses, whose



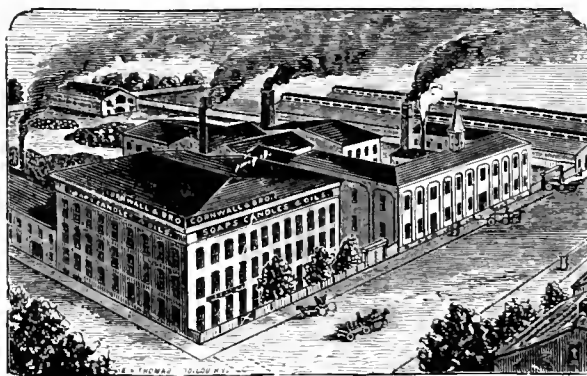
Great Southern Chair Factory, Frankfort, Ky.

sales aggregate over three millions every year. Fifteen or sixteen retail houses do a noteworthy trade. The largest manufactory in this line is an axe factory, with an annual capacity of 125,000 axes and hatchets, and running always up to its full capacity. In this line also is the largest stock-bell factory in the country, with a capacity of 150,000 to 175,000 bells. Its product is favorably known in Australia and South America, as well as in the United States. There are besides chain works and a large number of foundries, which make such goods as are largely handled by the trade.

Louisville is the largest pig iron storage market in the Union. The present annual consumption of pig iron in Louisville is in the neighborhood of 135,000 tons. The consumption of pig iron has increased very rapidly in the last few years. There are now twenty nine foundries in operation, and Louisville ranks fifth among iron manufacturing cities in the United States. A few years ago a molding sand was discovered close at hand, which is maintained to be superior to the fine sand which has enabled

Albany and Troy to hold their supremacy in the manufacture of fine stoves and other fine castings, and the flourishing manufacture of stoves in Louisville will get the full benefit from it. The manufacture of gas and water pipes is one of the most marked features of the iron business of Louisville. It is conducted on a very large scale, and finds a market in all quarters of the country. Louisville makers of architectural iron contract for buildings are in competition with those of all markets. Several firms have made reputations as builders of steam engines. The iron industry of Louisville is of the most varied character, and is rapidly growing in all directions. No city in the country has superior advantages for the manufacture of iron products, and her progress in this direction will only be limited by the enterprise of her citizens.

The growth of the lumber trade of Louisville is one of the most notable manifestations of its recent progress. There has always been at Louisville, as at any eligible point in a timbered country, a lumber business. For a long time logs brought down from the Kentucky river in rafts supplied saw mills here, and even yet they come to some extent. Logs also came from other streams up the Ohio, and from its head waters. The lumber for boat-building, once an extensive industry around the Falls, and still carried on very successfully on the Indiana side at Jeffersonville, for local building and for supplies to the small interior towns within a short radius, was sawed here. The business in this form was gradually slackening when the diminishing supplies of available timber throughout the country called the attention of shrewd men in the trade to the great untouched bodies of hard-woods, the lumber trade has grown in that time correspondingly. The actual and prospective construction of railroads, however, is always well known, publicly discussed, and sometimes celebrated by great demonstrations, as was the case in 1880, when the opening of the Air Line and the Knoxville branch was made the occasion for a parade, exhibiting the extent and variety of the industries of Louisville. Nobody published the growth of the lumber trade here; the shrewd men who were managing it were not particularly disposed to invite the world to send competitors for them in the business of getting control of the choice timber lands, and they did not boast of their exploits. All except those engaged in the business were surprised, therefore, when, two years ago, the committee on information and statistics of the Board of Trade gave 125,000,000 feet as an estimate of the trade for 1887 in lumber and logs.



Cornwall & Bros.' Soap Factory. Established 1838.

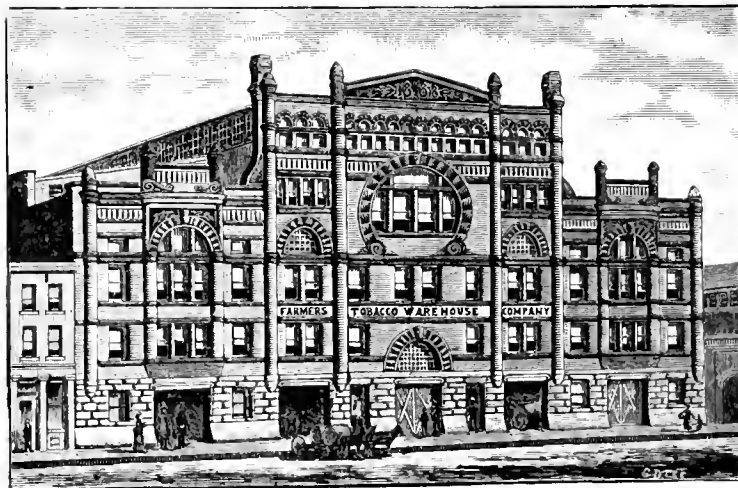
There has always been at Louisville, as at any eligible point in a timbered country, a lumber business. For a long time logs brought down from the Kentucky river in rafts supplied saw mills here, and even yet they come to some extent. Logs also came from wood timber in the region tributary to Louisville. The report of the specialists on Forestry and Timber in the census of 1880 helped to make known the localities of available supplies. It became understood among those interested that the greatest remaining supply of hardwood lumber was in the country tributary to Louisville, and reached by her transportation lines. The business here has developed along with the development of our railroad system, and as that has been very rapid in the last ten

The figures of the committee were questioned and doubted. Careful investigation not only confirmed the committee's estimates, but showed that they were within the correct figures. The returns for 1888 show sales of 135,000,000 feet, a very good exhibit for a new market. This estimate is for lumber dealings only, and does not include lumber used in furniture and other branches of manufacture. Outside of the estimates are also staves, headings, etc., which form an independent and important branch of the business, aggregating last year 22,500,000 pieces. Our lumbermen have opened to them in Eastern Kentucky immense stores of the finest varieties of hardwood lumber. Only the mere borders of that rich region have yet been penetrated. In Western Kentucky where new roads have been opened, and even in the central parts of the State where new lines have made accessible territory

previously without transportation facilities, bodies of desirable timber have been brought into market. In East and West Tennessee, and even further south, Louisville dealers have vigilantly scanned the country, bought up available timber lands, planted their saw mills, and added new invoices to their stock. The Louisville dealers do not confine themselves to adjacent or even to American markets; they have control of supplies of lumber, prized in various lines of manufacture, and have

comparison with similar articles made anywhere else, either in this or other countries. A branch of the business to which this locality is, from all its circumstances and conditions, particularly well adapted, the manufacture of cheap low-grade furniture, is neglected, and our large jobbers and retailers of furniture are compelled to go to other points, many of them much less eligibly situated than Louisville, to buy cheap furniture from makers who have probably obtained much of their lumber supplies from this market.

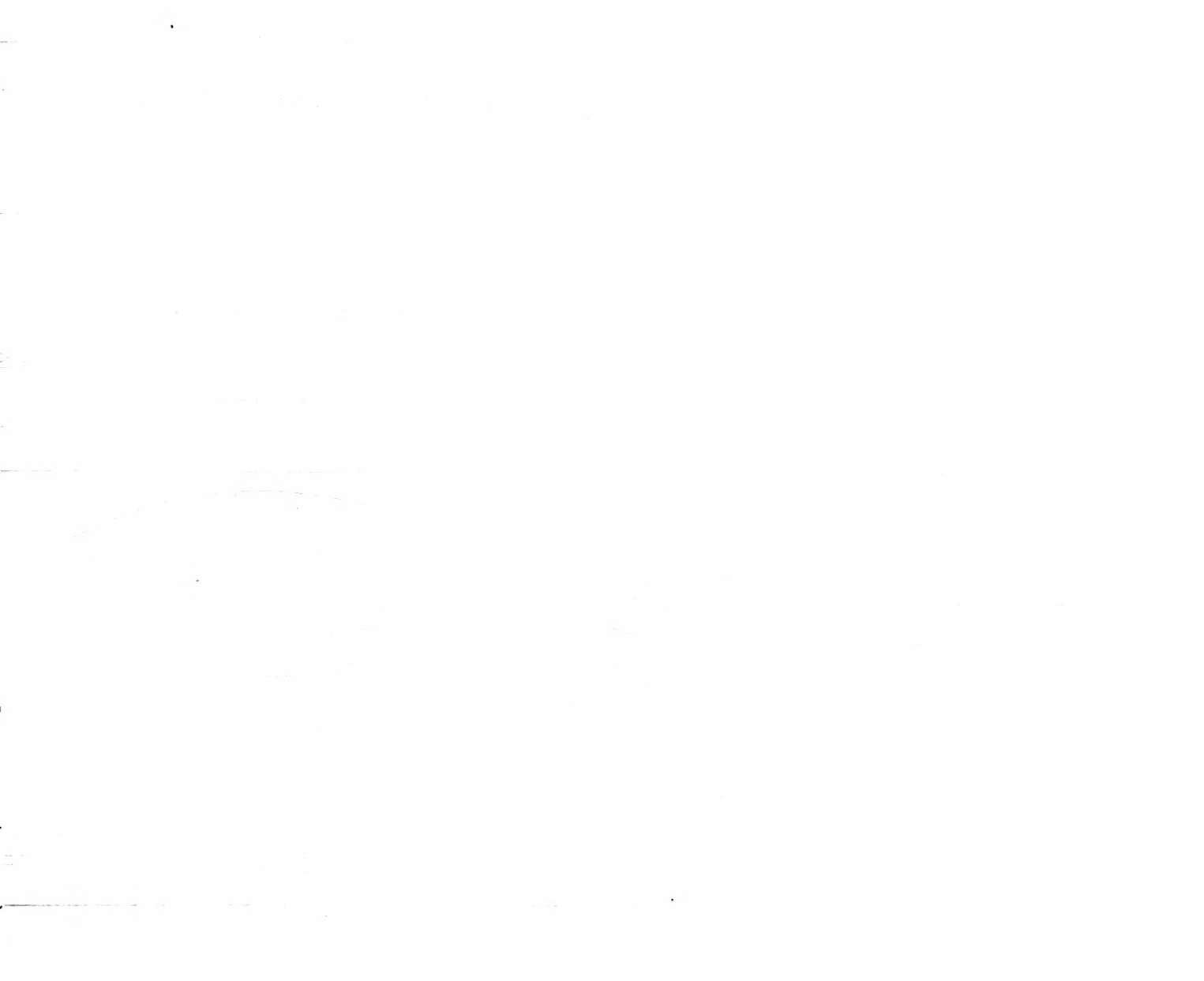
A number of planing mills, door, sash and blind factories, and hub and spoke factories, help to furnish a local market for various qualities of lumber.



Farmers Tobacco Warehouse, Twelfth and Main Streets.

established connections in the various continental countries and in Great Britain, and ship regularly and largely to all.

The furniture manufacture of Louisville, though large and growing, has not reached that commanding position which the advantages of this market justify. Our furniture makers confine themselves chiefly to the finest quality of goods, and their factories turn out articles, which in excellence of workmanship, tastefulness of design, and quality of material, are entitled to rank high in



A kindred industry is the manufacture of wagons. The largest wagon factory in the world is situated here, and the vehicles it turns out are known especially throughout the South and West, but are finding buyers wherever good wagons are appreciated. This establishment has recently added to its facilities, and got rid of a troublesome competitor, by absorbing the factory heretofore carried on by the labor of Tennessee convicts.

Buggies and pleasure carriages are also manufactured here by a number of establishments. The quality of hickory timber procurable here is especially adapted to the uses of these manufactures, but the same criticism is applicable to them as to the furniture manufacturers. They devote themselves exclusively to the finer qualities of work, and the demand for cheap, light buggies, which is large, and which they could profitably supply, has to be met elsewhere.

Another local consumptive demand for lumber comes from the plow factories, of which there are four, one of them the largest in the world. This last turned out last year more than 150,000 complete implements, besides an infinite number of parts. Its proprietors are not content to supply the home market with the best and most improved styles of plows, but find customers in Australia, New Zealand, India, South Africa and South America, and are judiciously pushing a manufacture in which they can meet any competition in all markets.

Car building, for steam and street railways, consumes a large quantity of lumber. One of the most extensive railway carworks in the country is located in Jeffersonville, and in Louisville more than 300 acres of ground is covered with car shops belonging to different railroads, occupied with the building and repair of cars and locomotives, and employing several thousand men.

The manufacture of brick employs a great many hands. The clay fields of this vicinity are exceptionally fine in point of color and strength, and Louisville produces as fine colored brick as are to be found in the country. The local output of brick last year was about 35,000,000, of which 9,000,000 was of the finest hydraulic pressed. Government tests have shown Louisville pressed brick to be of the finest quality.

Another clay manufacture is that of terra cotta ware, an industry which has been carried on here by one maker for years, but which is susceptible of very great expansion. Since the draining of the region south of Louisville, between the hills and the river, long known as the "Wet Woods," it has been ascertained that it is overlaid by beds of the finest terra cotta clay, furnishing a fine opportunity for enterprising capital to engage in the manufacture of all clay wares.

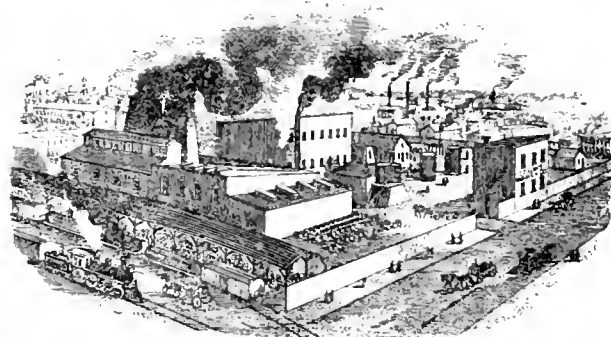


Offices of Standard Oil Co.

Under its charter, and by special acts of the General Assembly of the State, the Board of Trade is empowered to regulate the inspection of grain and the conduct of the grain trade. In comparison with the great grain markets the Louisville grain market is relatively small, but it is of dimensions sufficient to constitute an important and valuable branch of business. There were inspected during last year, 5,733 cars of Indian corn, 3,019 cars of oats, 2,460 cars of wheat, and 693 cars of rye, a total of 11,905 cars, containing about 7,000,000 bushels of grain. In addition there were receipts of probably 1,000,000 bushels, and shipments of 5,000,000 bushels, not inspected, so that it is safe to estimate the grain trade of this city at not less than 13,000,000 bushels. Louisville's grain trade is in a healthy and prosperous condition; its increase has been steady and marked, and the opening of new lines of transportation has enlarged the sources from which its supplies are drawn, and has also afforded competition in freight rates to consumptive markets. One public and several private elevators suffice to handle the grain received.

Louisville shows growth as a market and distributing center for flour, but its milling business has not increased in correspondence with the increase of the city. It has one establishment which shows marked enterprise in pushing its business and catering to the taste of trade, but the local millers do not control the local market in face of competition from other milling points in fancy domestic grades.

There are four malt houses in the city with a capacity of 600,000 bushels annually, of which one establishment makes about two thirds. The first malt house was established in 1866, but in 1880 malting got its start as a manufactory of some note, and has increased ever since, steadily but not largely. In the face of sharp competition from Chicago and Milwaukee, which have advantages as malting points, it is not likely that Louisville's malting interest will greatly increase. The use of malt, however, among distillers continues to grow, as it enables them to get better yields from their grain, and their demands and that of the brewers insure a steady and profitable market for Louisville maltsters.



Collins Varnish Company's Works.

The breweries of Louisville are valuable customers of our grain merchants and maltsters. Their business has grown into importance since the war, and now constitutes a large element in the trade of the city. There were during the last fiscal year twenty-two breweries in operation, which produced 185,458 barrels, on which the tax collected amounted to \$185,458. There were shipped into this market last year, according to the returns of the Board of Trade, 9,798 barrels, a considerable decrease from preceding years, and there were shipped from this market 40,464 barrels, also a decrease from preceding years, both of which facts, taken together, indicate that the consumption of Louisville beer is increasing at home, which shows that it is well esteemed where it is known.

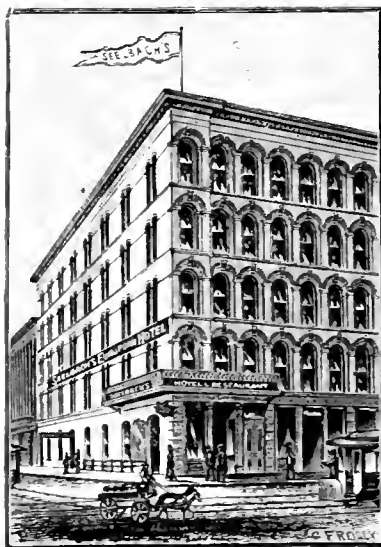


The manufacture of vinegar has grown to be a large business in Louisville. It has proven a profitable one, and it is now in a flourishing condition.

The oldest mercantile house in Louisville is engaged in the fur and skin trade. It is the largest establishment of the kind, outside of New York City, in the United States, and its operations extend over the whole country west of the Alleghanies.

In connection with the furniture trade should have been mentioned a branch of that business that has assumed large proportions, and seems from the energy with which it is pushed destined to much greater development, what is known as the "installment plan" of selling. The leading house in that line is now making a large addition to its storage room, and is about to try selling by installment on a wider scope, and with lines of goods not heretofore embraced in the operations of installment dealers.

Among the financial institutions of Louisville not mentioned in the proper connection are the Trust Companies. These are all of recent origin. The remarkable success of the one first organized led soon to the formation of another, and the continued success of both has recently led to the organization of two more. They are established on the firmest financial basis, and their stocks are held at figures far above their par basis. They take care of estates, act as trustees and assignees, as guardians, executors and administrators. The evident tendency is for them to monopolize the business of settling the estates of decedents, and they are to the tanners new supplies of this favorite bark. It is not only bark, however, to which tanners of experience attribute the high reputation that certain Louisville leathers have attained in the markets of the world. The phrase "markets of the world" is used designedly, as Louisville oak leather took a first premium at the Vienna Exposition in the days of its first development of the tanning business here, and has since had its pre-eminent merits recognized on various occasions of the same description. Some tanners here insist, like many of the makers of the celebrated Kentucky whiskies, that the peculiar quality of the water they use is an essential factor in imparting the recognized fine qualities of Louisville leather, but all of them agree that the care used in



Seelbach's Hotel.

the selection of stock, and in every stage of the process of manufacture, is as potent as anything else in securing the results that have established the reputation of their product.

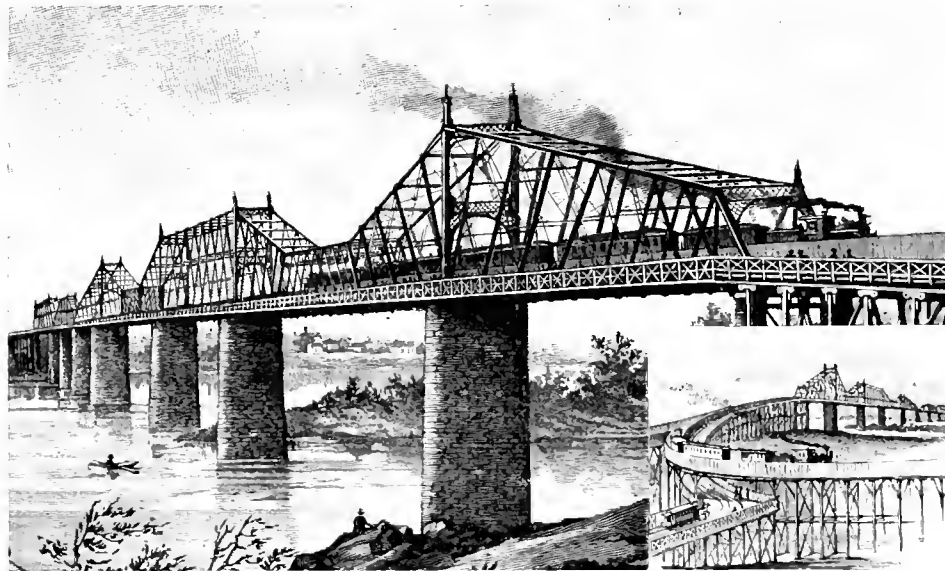
The bark of the chestnut oak of Kentucky and Tennessee is richer in tannin and makes better leather than that from farther north. The Southern tanneries use the bark of red and black oak, which makes inferior leather and of poor color. The common material used by Northern tanneries is hemlock bark, which lacks the strength of the Kentucky and Tennessee chestnut oak bark. The supply of bark for the Louisville tanneries now in sight is enough for a hundred years, and what affords them a great advantage is that it is renewable. The chestnut oak will sprout from the stump, and the young trees will, in twenty-five years,

replace those which have been cut down. This is not the case with hemlock. The tendency of the tanning industry, as in others, is to concentrate the business in large establishments, where it can be carried on more cheaply and systematically, and consequently more economically. Small tanneries were formerly scattered all over the country; now there is not

one of that class where there were fifty twenty-five years ago.

There are at present eighteen tanneries in operation, employing about \$3,000,000 of capital and over 600 workmen. Their annual product amounts to 600,000 sides of sole, harness and belting leather, besides about 200,000 sheep skins.

Six of these tanneries produced sole-leather exclusively, two produced harness and belting leather, and the others, harness and saddle leather. Louisville's market for its leather product is a very wide one, and the business is steadily growing, though the manufacture of harness leather, of which the farmers are the great consumers, fluctuates according to the condition of the crops. When the crops are good, the harness leather makers are rushed to fill the demand; when they are poor, the farmers make their old harness answer, and the manufacture of harness leather slackens.



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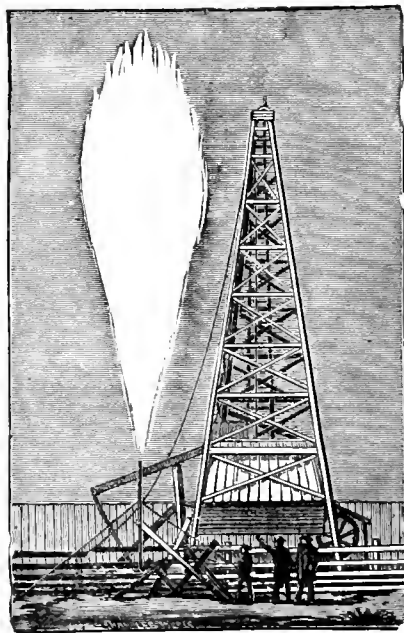
R. CARROLL, Gen'l Manager.

A local market for the leather product is furnished by six saddle and harness factories, one leather-belt factory, and six trunk and valise factories for the jobbing trade, and by thirty-six retail saddlery and harness-makers. There are besides, eight jobbing manufactories of ladies and misses fine shoes, whose work has attained an enviable reputation for superior wearing and selling qualities. They have turned their attention somewhat to men's fine work, but no heavy or coarse boot or shoe work is done here.

The saddle and harness trade of Louisville is growing rapidly, and is pushing its goods in all directions. It employs now about Louisville than in any city of its size and prospects in the country. Nobody was willing to give a high price for a lot, when, by going a little further, he could get one just as good for much less money. A consequence of this has been that with little or no aid from those building associations which have been so helpful elsewhere in providing homes for working people, the workmen of Louisville own their homes to an extent greater than in any city in the world, except perhaps in Philadelphia. There is still plenty of room, and there is always likely to be plenty, so that workmen employed in this city for the same wages that are paid elsewhere have a better chance to get themselves a home and bring up their children amidst healthful and moral surroundings than their fellows elsewhere. Well distributed street railway lines, with cheap fares, make distance of secondary importance, and, as the electric system of roads is extended with

In considering Louisville as a manufacturing point, the characteristic features of its real estate interest are important. The ample room on the plain which forms the site of Louisville for a city of dimensions unequalled in modern times has been mentioned. Indeed, the level ground, stretched along the river on the "second bench" and extending back to the hills, would furnish plenty of desirable room for one of those famous cities of old, which, like Babylon, included within the city walls ground enough to raise food for the population. This abundance of room caused the city to be laid out with wide streets and large blocks, and encouraged the citizens in the custom of maintaining spacious or comfortable-sized yards. The same abundance of available building ground has kept the price of real estate lower in and cars running on more rapid schedules, distance will be still less important, and workmen can make their homes wholly outside the crowds and dust of the business parts of the city. Nothing like a tenement-house quarter exists in this city, or is ever likely to exist.

The same abundance of room has kept the price of property in the business parts of the town at low figures, and has



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LOUISVILLE, KY.



QUARRIES and WORKS, near BOWLING GREEN, KY.



E. J. Wright, Vice-President Louisville Bryant & Stratton College.

caused business to be scattered over a large area. The city has now reached such dimensions, and its business attained such proportions that this scattering policy has become an inconvenience, and there is a disposition to concentrate, which has caused in the last year or two a marked advance in the price of centrally-located business property, and brought its values much nearer to those which prevail for similarly situated property in other cities than they have ever been before. However, real estate still remains comparatively low in Louisville. There has never been in its history a speculative movement in real estate which carried prices above the normal standard which the increase of the population and the actual demand for immediate use maintained.

Estimated cost and number of brick and frame buildings erected during the fiscal year ending August 31, 1889:

DATE.	FRAME.	BRICK.	TOTAL.	AMOUNT.
Sept., 1888.	75	19	94	\$149,500 00
Oct., "	53	9	62	68,232 00
Nov., "	26	8	34	101,460 00
Dec., "	29	5	34	33,950 00
Jan., 1889.	46	6	52	94,350 00
Feb., "	47	6	53	349,190 00
March, "	114	19	133	194,965 00
April, "	100	25	125	135,547 00
May, "	89	28	117	161,225 00
June, "	79	23	102	193,435 00
July, "	72	29	101	217,186 00
Aug., "	73	26	99	133,440 00
Total.	803	203	1,006	\$1,832,480 00

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The foregoing figures, from the office of the city engineer, complete the record of building operations down to date from 1879. They show the progress of building month by month. The values, as was remarked before, do not really represent the amounts invested. They are stated by applicants for permits who use their own discretion and whose estimates are not revised by any authority.

The manufacture of glass is profitably carried on by three factories in Louisville, which turn out an immense stock of bottles and the cheaper qualities of glass. In New Albany, just across the river, is the great plate-glass factory of DePauw, one of the most extensive establishments of its class in the United States, and widely known everywhere for the excellence of its product. The business of the neighboring cities of New Albany and Jeffersonville is so intimately connected with that of Louisville that it is difficult to give a full account of one without some reference to the other. They are both flourishing and attractive cities, and the plate-glass factory, woolen mill and rolling mill, of New Albany, and the boat yard and car works of Jeffersonville add materially to the volume of commerce around the falls.

In Jeffersonville is situated the great central depot of the quartermaster's department of the United States army. Large quantities of clothing are made there for the army, and quartermaster supplies and camp and garrison equipage for all the Western departments are collected there under contracts, and thence distributed to the various posts and garrisons. The intimate connection of this vast establishment with the trade of Louisville is shown by the fact that the contract for supplying stoves to all army posts was recently awarded to a Louisville foundry, which has grown in the last few years to be the second in size of all the stove foundries



Commercial Club Building, Fourth and Main, Under Construction.



THE STANDARD OF EXCELLENCE

IN WATCH MECHANISM, IS THE

Keystone Dust-proof Railroad Watch,

Full Jeweled (Genuine Rubies) and Accurately Adjusted.



PRICE, \$43.00



Which is Guaranteed the Lowest
in our CO-OPERATIVE CLUB, at ONE DOLLAR WEEKLY.

Either all CASH, or



The Keystone Watch Club Company,

CAPITAL, \$600,000.

MAX LOWY, Manager.

349 Fourth Avenue, LOUISVILLE, KY.



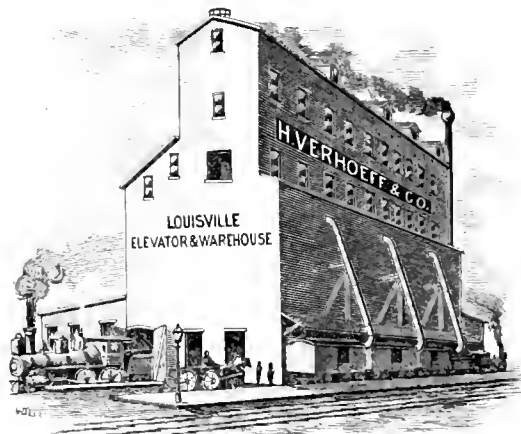
CUT SHOWING DUST-PROOF MOVEMENT

of the country. The great variety of supplies required by this establishment, the number of persons employed, and the great amount of transportation involved, make this quartermaster's depot an important element in the business situation here.

Louisville was a port of entry of the State of Virginia before the Constitution of the United States was adopted, and after the present government was inaugurated it was the first customs port reached by the commerce that came up the Mississippi from the Spanish possessions, afterward the French possessions, at the mouth of the Mississippi. The collection of duty here was considerable at that early day. After the purchase by the United States of the territory of Louisiana the necessity for the collection of duty here ceased, and Louisville was discontinued as a port of entry. Under the more recent policy of the government, providing for railroad transportation in bond and encouraging the business of interior ports, the direct importation

of foreign goods through the Louisville custom house has steadily increased. It has more than doubled in the last four years, and will continue to grow, as local importers more generally understand the advantages they gain by having their goods entered here instead of at the seaboard point of disembarkation. The importations here are sufficient in volume to require the maintenance of three separate warehouses, one of which is used for reimported whiskies exclusively, and the others respectively for pottery ware and general merchandise. The total collections at this port in the last fiscal year amounted to \$434,690.97.

The business of storage, outside of iron storage, which has been heretofore mentioned, has developed to considerable proportions in Louisville and is growing, and several large warehouses of the finest character have been erected to accommodate it. There are now, according to returns made in response to inquiries sent out by the Commercial Club, no fewer than 1,350 distinct manufacturing establishments in Louisville employing labor. They turn out annually products valued at \$65,000,000, and give work to about 39,000 people. An effort has been made here to give some account of the largest of these industries, but that an industry is carried on upon a small scale does not argue that it is unimportant. The true test of a successful and thoroughly established and equipped manufacturing center is not the number of its great establishments, employing thousands of factory hands, but the number and variety of its small industries carried on independently by skilled mechanics and skilled help. Such establishments show the manufacturing talent and spirit of the people, and train up a population adapted to lead in and to sustain manufacturing enterprise. Louisville needs and offers an admirable field for the further development of small manufactures. Many small wares and staple and sundry articles which jobbing houses are now compelled to buy elsewhere could be profitably made here, and artisans of small capital can find no place where good and wholesome living is cheaper, or where wisely directed energy will give more profitable returns than here.



Louisville Elevator and Warehouse, H. Verhoeff & Co. Proprietors.

S. · ZORN · & · CO.

RECEIVERS AND SHIPPERS OF

© GRAIN, ©

No. 206 W. Main Street,

LOUISVILLE, KY.



TELEPHONE 925-4.

H. VERHOEFF, JR., PRESIDENT.
F. N. HARTWELL, V-PRESIDENT.

W. L. VERHOEFF, SECRETARY
R. M. HARTWELL, TREASURER

H. VERHOEFF & CO.

Proprietors

LOUISVILLE ELEVATOR,

—DEALERS IN—

GRAIN

—AND—

• COMMISSION + MERCHANTS, •

OFFICE, 217 Third Street.

Elevator and Warehouse,
Eleventh and Maple Streets.

LOUISVILLE, KY.



Portion of the Plant of C. C. Mengel, Jr. & Bro. Co., Occupying 10 Acres.

C. C. MENGEL, JR., President.
A. W. WRIGHT, Alma, Mich., V-Pres.

C. R. MENGEL, Sec'y and Treas.

J. M. BAKER, SuperIntendent.
R. C. PRICE, Cashier.



C. C. MENGEL, JR. & BRO. COMPANY,



* ESTABLISHED 1877. *

LOGS · LUMBER · AND · BOXES,

Eleventh and Kentucky Streets,

Flooring, +
Siding, +
Ceiling,
Boxes. +



LOUISVILLE, KY.



Poplar, +
Walnut, +
Cherry,
Pine. +



SAW MILLS: Trimble, Tenn.; Tipton, Tenn.; Fowlkes, Tenn.; Oakton, Ky.; Boston, Ky. PLANING MILL and BOX FACTORY: Louisville, Ky., and Trimble, Tenn.

TRIMBLE & KENTON Railway Owned and Operated by this Company.

Kentucky Whiskies.

HERE is one great business in which Louisville holds a leading position, which can not be properly treated by considering only local statistics. The manufacture of whisky is a Kentucky industry. The fine whiskies, which are made and sold in Louisville, and distributed from here, have their reputation and are sought for as Kentucky whiskies and not as Louisville whiskies. Kentucky whisky belongs among the finer beverages, and should no more be classed with spirits than are cognacs and rums. Like all finer beverages, whiskies are known and ranked by their brands. All Kentucky whiskies have a distinctive position in the trade, but the care, skill and good management of manufacturers have secured a special reputation and favor for the product of particular distilleries, without reference to the particular locality within the State in which they are situated.

The business of distilling began in Kentucky at a very early date. It is a matter of tradition that the first distiller who brought the knowledge of his art to the State came here to avoid what he considered the persecution of the excise officers, about the time of the famous whisky insurrection, and settled in what is now Bourbon county.

The facility with which the surplus from the distillation of corn, and whiskies were classed in many quarters as "Bourbon" and "Rye," according to the material of which they were made, and without reference to the place of manufacture. Bourbon county, though the reputation of its whiskies has steadily continued and still remains high, did not long retain any monopoly or pre-eminence in distilling, and Kentucky bourbons soon began to be differentiated and preferred, as it is to this day, according to the reputation of its makers. A difference of opinion arose at an early period among distillers as to the respective merits of the sweet mash and sour



"OLD TAYLOR"

BEWARE OF IMITATIONS.

HAND MADE SOUR MASH.

SINGLED IN COPPER.

DOUBLED IN COPPER.

THE PERFECTION OF WHISKY,
MANUFACTURE.

"OLD TAYLOR" IS THE ONLY "TAYLOR"
WHISKY DISTILLED.

To guard both the trade and consumer against spurious "TAYLOR" whisky, the signature shown below, together with the portrait of our senior Mr. E. H. Taylor, Jr. appears on every package, whether in wood or glass.

E. H. Taylor & Sons
DISTILLERS. FRANKFORT, KENTUCKY.

mash processes. The first bourbon distillers mashed by hand, used fresh yeast, and doubled in copper and produced a hand-made, sweet mash, double-copper whisky. That is the process their successors adhered to, and still adhere to in small distilleries. The sour mash seems to have been introduced as a measure of convenience and economy, but at what particular period it is difficult to determine. Another innovation was made by a famous distiller named Crow, who operated in the vicinity of Frankfort. The excellence of his product commanded the approval of the legislators, who annually assembled there, and they carried his reputation to all parts of the State, and Crow's whisky, soon familiarly known as "Old Crow," became widely reputed as a specially good beverage. Crow adopted the method of doubling in wood with steam instead of the old-fashioned way of doubling in copper, and his reputation made the new process popular.



The Geo. T. Staggs Company's Distillery.

The bourbon distillers, as conservative in a way as the Bourbons from whom their county was named, adhered to their old ways, and would have nothing to do with the new method. Crow's process spread westward in the State, but did not go far east. West of the Kentucky river the distillers, with very rare exception, copied after Crow, used the sour mash hand-made process, and doubled in wood. In the countries of the bluegrass, along the east side of the Kentucky river, they were divided, though the majority followed Crow; farther east the Bourbon influence prevailed, and they continued to use the sweet mash, to mash by hand and double in copper. This state of things continued till the war, and the consequent imposition of a revenue

The GEO. T. STAGG COMPANY,



DISTILLERS OF

'O. F. C.' AND 'CARLISLE.'

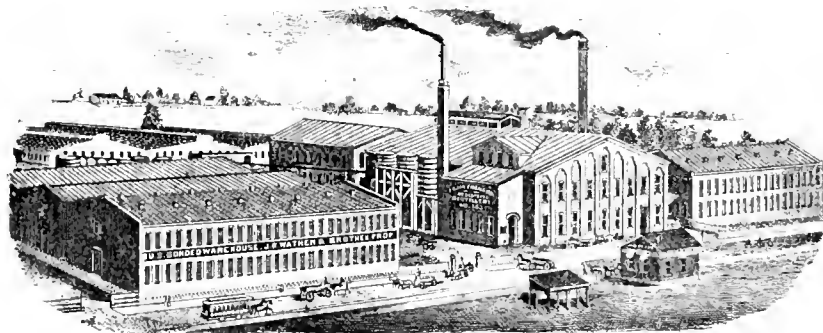
WHISKIES.



—  — LOUISVILLE, KY.

tax. The tax made fortunes for a number of shrewd men. More capital was required to carry on distilleries, and more capital was put into the business. The regulations made to insure the full collection of the government revenue compelled a more careful business management and a closer study of the science of distillation in order to secure the best yield from the grain. Distilleries became larger, mashing was done by steam instead of by hand, great care in the selection and proper line of material was used, and great neatness and cleanliness was infused in every stage of the process. While it was still maintained, and is yet stoutly insisted on by many, that the old processes carried on in small houses and giving a less yield produce a finer flavored and more palatable whisky, it is not denied that the larger houses, with their careful scientific direction of every stage in the process of distillation, can and do make whiskies of the most excellent quality which age as well as the old style varieties, and maintain fully the high reputation of the Kentucky product.

The history of distilling in Kentucky may give those who insist on the retention of a revenue tax as a method of diminishing



Distillery of J. B. Wathen & Bro. Company.

consumption, and as a temperance measure, occasion to reconsider their opinion. After the settlement of the country and the opening up of convenient avenues of transportation had made distilling no longer necessary as a means of disposing of surplus grain, and distilling became simply a manufacture to supply a demand, a distillery ceased to be a desirable establishment in a neighborhood. They were places of resort for the idle and dissipated, and headquarters for disorderly and sometimes disreputable sports. They were dirty, ill-kept and slovenly in all their arrangements and surroundings, and were generally

unlicensed and unrestrained tippling places. The imposition of the tax and the strict regulation its collection made necessary has changed all that. A distillery of to-day is, as a rule, far more neat and orderly than most manufacturing establishments. Discipline about them is rigidly maintained; no loafing is allowed and no drinking. A lady can go through them without getting a stain on her garments or a shock to her sense of propriety.

The business has engaged capital, intellect and enterprise in its service, and it has been pushed in the way that such combinations push business, and as a consequence the consumption and sale of Kentucky whisky has increased since the tax was imposed at a rate greatly in excess of the rate of increase in the population. How such a result, directly the consequence of the tax, can be considered as calculated to restrict consumption and help the temperance cause is difficult to see.

The development of distilling progressed rapidly after the war. The business proved remunerative, and the scarcity, at the

J. B. WATHEN & BRO. Co.

DISTILLERS OF THE STANDARD BRANDS

"J. B. Wathen & Bro." "Kentucky's Criterion"

— BOURBON AND RYE WHISKIES. —



Our whiskies are made from the finest selected grain and purest water, and are especially adapted for family and medicinal uses.

EVERY · BARREL · GUARANTEED · STRICTLY · PURE.

Our warehouses are brick, metal-roof, and are heated by steam. Rate of insurance, 85 cents on the \$100. Outs guaranteed according to Government scale.

CORRESPONDENCE SOLICITED.

time, of opportunities for the profitable investment of capital induced many persons to engage in it who lacked the necessary experience, and in a few years there was over-production and a stagnation in the business, which caused heavy losses, particularly among the last beginners, whose brands had not established reputation. Then came, close after, the great financial crisis of 1873, followed by a long period of depression, which the Kentucky distilling interest felt as sensibly as any other branch of business. Distilling revived along with other industries. One result of the over-production about 1870, and the period of consequent depression and low prices that followed that and the panic of 1873, was that the holders of whisky were compelled to bestir themselves to find

new customers and to introduce their product in quarters where it had never been known before. Low prices enabled them to sell in many quarters a good and pure article, where before cheaper compounded stuff had monopolized the trade, and

cured a much more extensive market. Profits began to pile up, the investing public began to notice the evidences that distillers were making money, there soon began another rush into the business, and then, after several years of flush times and feverish speculation, over-production did its work, all markets were glutted, all holders were overloaded, and the natural and inevitable collapse followed.

The strong, experienced houses with well-known brands weathered the storm, and, pursuing a conservative course and pushing their goods at low prices, still further extended the market for Kentucky goods. In the last year or two the burden of the excessive crops has been gotten rid of; the market began to show more vigor, holders felt less anxiety about getting rid of their

wherever the Kentucky goods were once introduced dealers found that their customers appreciated them and would have no other. When the revival of business came, Kentucky whisky had then become much more widely known, and had secured



E. L. MILES & CO.
FIRE COPPER
WHISKEY.
GENUINE NELSON COUNTY.

T. H. SHERLEY & CO.

M. S. 100

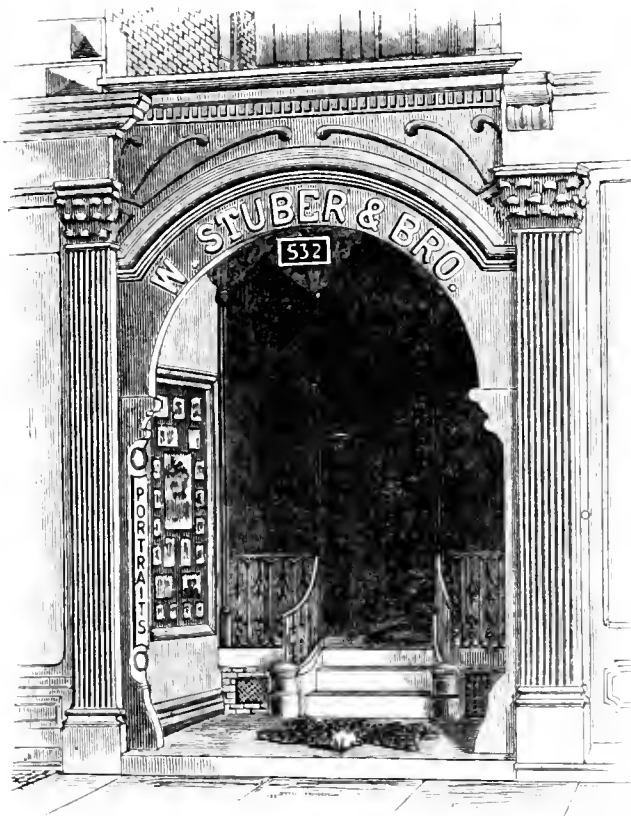
OF 100

stocks, and prices began to stiffen; the improvement, steady but slow, gradually became evident to the most skeptical, and at last when the crop of 1886, the last of the excessive production, moved off readily and without friction, confidence became general, and at present the whisky trade is more satisfactory than it has been for years. Prices are advancing on a sound and conservative basis; there is hope and confidence, but no speculation, and the future looks bright, except for the spectre of overproduction, which some foreboding and clear-sighted makers see ahead.

Undoubtedly, there is danger that the present confidence may grow into over-confidence, and that the enlarged market, just now restored to a condition of healthy movement, may have its avenues clogged by a season of excessive production. The only safeguard against that is the remembrance of the years of depression from which the trade has just happily emerged.

Frankfort, Lexington and Paris are all centers of large trade in Kentucky whiskies, but Louisville is by far the most important market in the State, and her dealers control and distribute much the largest share of the product of the State.

There is invested in distilling property in Kentucky more than \$6,000,000. Apart from the revenue which the State and Nation derive from this vast property and its product many thousands of our citizens are furnished with profitable employment at remunerative wages through its agency. A large distillery furnishes a market for corn, rye, malt, staves, hoop-iron, cattle, hay, straw and labor. The grain from which the alcohol has been extracted furnishes food for many thousand cattle. The crop of a year of full production requires over 300,000 barrels, costing over \$600,000, and employing hundreds of coopers. The distilleries are large consumers of coal, and a conservative estimate puts the amounts used by them annually at something over 2,000,000 bushels, which largely comes from Kentucky mines. The transportation of those immense stocks of whisky, together with that of the raw material entering into its production and necessary for its manufacture and handling, furnish a valuable tonnage to our transportation lines. Whisky is one of the most important freight articles on some



Entrance to Stuber & Bro.'s Photographic Studio, No. 532 Fourth Street.

Receipt

Received of

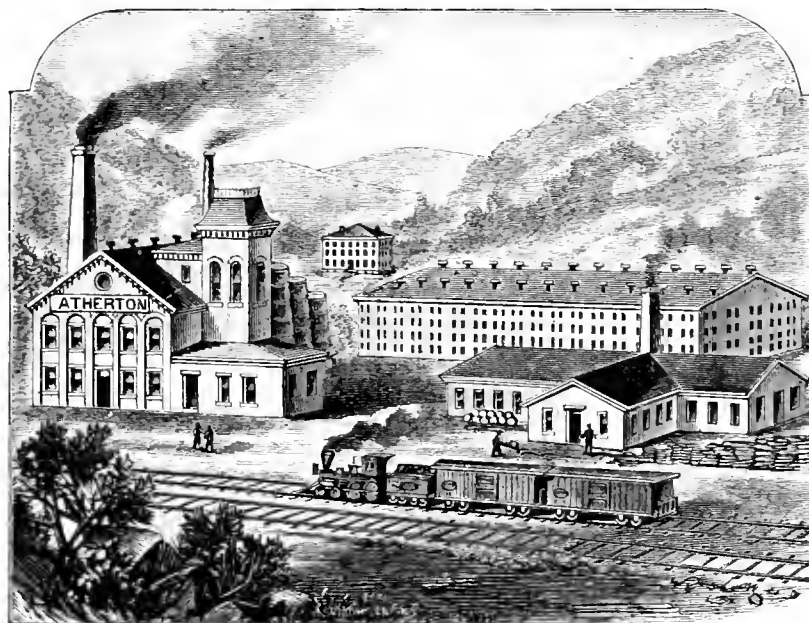
Importers

For

THE UNITED STATES OF AMERICA

San Francisco, California

1900



The J. M. Atherton Co. Distillery.

roads out of Louisville, and the contributions it pays for the support of the railroad system help to relieve the rates on wheat, corn, lumber, etc.

There are 309 registered grain distilleries in Kentucky, about 200 of which operate more or less each year, giving direct employment to about 2,000 men. When are added to them those employed in mining coal, getting out staves, making barrels and shipping whisky, the importance of this industry to our State will be readily appreciated. To make this industry more valuable, it is permanent. The peculiar character of the water of this State is maintained by all distillers to have a great influence in establishing the qualities of the whisky produced here. The nature of the climate, varied but not extreme, is also of potent influence. The same processes and same material used away from Kentucky air and Kentucky water does not produce the same whisky. The following official figures are valuable as showing the present status of stocks:

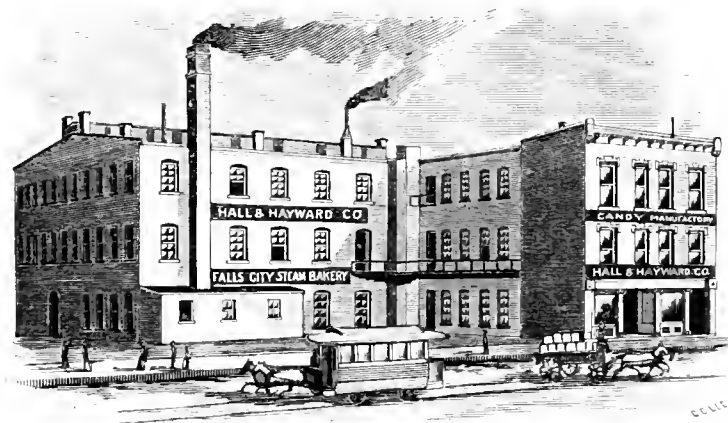
Statement in gallons, original gauge, of all kinds of Spirits produced in Kentucky from July 1, 1888, to July 1, 1889, by Districts.

MONTHS	Second District.	Fifth District.	Sixth District.	Seventh District	Eighth District.	Totals.
July, 1888.		24,074	23,071			48,045
August, "		50,098	4,837			54,935
September, "	394	76,807	45,521			122,602
October, "	870	201,331	184,849			387,050
November, "	2,655	607,881	250,702	177,831		1,135,159
December, "	123,385	1,479,094	414,474	350,212		2,373,765
January, 1889.	358,804	1,742,207	471,324	348,488	229,005	3,149,828
February, "	362,228	1,785,603	400,394	482,705	221,913	3,318,963
March, "	302,111	2,020,527	510,677	638,576	302,502	3,864,393
April, "	309,866	2,050,509	610,394	792,848	327,038	4,180,625
May, "	301,058	1,911,574	625,024	654,886	330,330	3,913,512
June, "	199,851	1,162,688	528,720	337,143	176,551	2,401,359
Total,	2,228,102	13,202,453	4,143,593	3,788,749	1,587,330	24,950,326

ATTEST

CHAS. A. BROWN

NEW HAVEN



Hall & Hayward Co., Falls City Steam Bakery.

Spirits in Bond by Months of Production in Second Kentucky District, June 30, 1889.

MONTHS	1885-86.	1886-87.	1887-88.	1888-89.
July,			47	
August,				
September,			13	364
October,		6,730	45	870
November,		22,424	42	2,657
December,		148,369	92	123,385
January,		155,419	8,110	324,711
February,		181,225	37,783	357,261
March,		212,804	65,718	386,907
April,	114,822	214,841	63,250	396,427
May,	144,023	96,543	45,310	390,905
June,	43,551	86	3,766	199,220
Total,	302,306	1,038,441	224,176	2,182,767

Grand total, 3,747,780

Spirits and Bonds by Months of Production in Seventh Kentucky District,
June 30, 1889.

MONTHS.	1885-86	1886-87.	1887-88.	1888-89.
July,		4,701	2,309	142
August,			700	
September,		24,774	3,095	
October,		48,200	5,744	
November,		42,875	51,353	130,306
December,		41,811	87,717	330,644
January,		64,350	137,740	339,162
February,		154,759	185,025	460,047
March,		415,488	210,474	611,713
April,	236,022	481,158	153,344	770,499
May,	251,413	330,908	90,400	634,612
June,	70,472	53,292	28,121	317,508
Total,	567,807	1,668,516	905,703	3,594,623

Grand total, 6,790,719



Louisville Public Warehouse.

1. The first part of the document is a list of names and addresses of the members of the committee.

2. The second part of the document is a list of the names and addresses of the members of the committee.

3. The third part of the document is a list of the names and addresses of the members of the committee.

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Spirits in Bond by Months of Production in Fifth Kentucky District,
June 30, 1889.

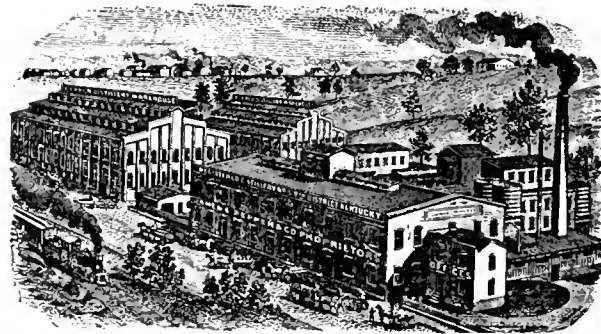
MONTHS.	1885-86.	1886-87.	1887-88.	1888-89.
July,		15,412	5,161	806
August,		3,061		
September,		9,415		9,493
October,		23,530	273	102,606
November,		192,942	16,247	568,399
December,		719,527	221,765	1,205,277
January,		974,289	272,472	1,573,841
February,		1,007,425	387,211	1,652,103
March,		1,326,101	452,000	1,865,679
April,	503,825	1,328,963	423,801	1,927,870
May,	803,433	755,059	341,579	1,834,004
June,	209,911	88,751	83,523	1,161,649
Total,	1,517,169	6,534,475	2,204,932	11,981,907
Grand total,			22,238,483	

Spirits in Bond by Months of Production in Sixth Kentucky District,
June 30, 1889.

MONTHS.	1885-86.	1886-87.	1887-88.	1888-89.
July,		27,070	9,464	361
August,		8,912	3,728	
September,		93	9,150	1,351
October,		6,239	27,969	1,033
November,		34,399	26,709	39,390
December,		80,467	32,767	221,055
January,		117,749	38,927	279,398
February,		168,523	69,174	308,811
March,		230,971	122,340	350,783
April,		229,620	127,061	452,543
May,	123,581	214,907	185,579	517,490
June,	76,320	32,096	58,693	464,994
Total,	199,901	1,151,046	711,561	2,637,209
Grand total,			4,699,717	

Spirits in Bond by Months of Production in Eighth Kentucky District, June 30,
1889

MONTHS.	1885-86.	1886-87.	1887-88.	1888-89.
July,	209	45		
August,		43		
September,	10		29	
October,	363		252	
November,	37,956	280	9,947	
December,	77,975	270	68,518	
January,		110,233	1,846	204,005
February,		111,044	5,505	196,913
March,		190,104	14,750	277,502
April,		231,357	14,442	303,312
May,	273,434	115,249	14,682	330,330
June,	84,591	5,232	1,984	176,551
Total,	474,328	763,857	131,955	1,488,613
Grand total,			2,858,753	
Number distilleries in operation, July 1, 1888,			13	



Jas. E. Pepper & Co.'s Distillery.



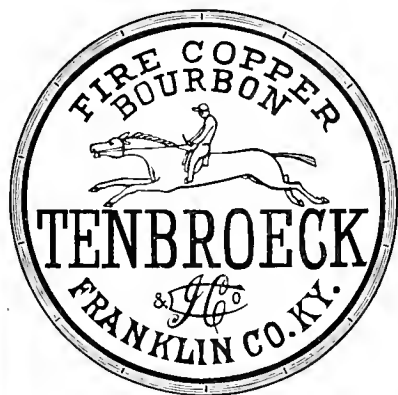
—DISTILLERIES AT—

FRANKFORT, KY.

ESTABLISHED 1835.



THE • COCHRAN-FULTON • CO.



OFFICE:

No. 131 West Main Street,

LOUISVILLE, KY.



The business of distilling began at an early date in Louisville, and in 1816 some New England parties conceived the idea of manufacturing cheap whisky here on a large scale, and purchased 100 acres of land about the head of Portland avenue and foot of Main street, and established a large distillery at a cost of \$100,000. The venture was a disastrous failure, and distilling only succeeded in Louisville when it began on the regular Kentucky plan.

There are now sixteen distilleries in the city, and in the revenue district, of which Louisville is the headquarters, 100, of which eighty were in operation last season. The product of them all are largely controlled and handled here, as is the product of many distilleries in other sections of the State, giving Louisville valid grounds for her claim to be the leading and controlling market for fine Kentucky whiskies.

The largest production in any year in this district was in 1882, when 15,571,020 gallons were made. The product last year amounted to 13,202,453 gallons. The care necessary in the manufacture of choice Kentucky whisky, involving as it does the providing of expensive plants, keeping all parts of the establishments clean and sweet, and selecting the choicest and soundest grain, makes it an expensive product, and gives it a high intrinsic value. The high revenue tax is not so out of proportion in the case of fine whisky as it is in the case of high wines. The plants for the manufacture of high wines and other commercial grades of distilled spirits are not nearly so expensive as those of whisky makers. The product of high wine distilleries and distilling establishments is ready for the market as soon as it comes from the still, while whiskies intended for beverages are not usable for a year, not fairly merchantable under three years, and improve in excellence and value every year. All of these facts together make attempts on the part of whisky makers to defraud the government very unlikely. As a matter of historical fact the great frauds upon the revenue have been perpetrated by the high wine makers and the rectifiers. Whisky is not adapted to be a profitable vehicle for revenue frauds, and the phrases, "whisky frauds" and "whisky rings" are misnomers. Makers of Kentucky whisky are almost without exception men of character and standing in their communities. They have too great an investment, both in the way of character and money, to risk it by engaging in schemes to defraud the government. Men who wish to make money in distilling by cheating the government of its revenue will go into the high wine and rectifying business, which affords greater opportunities and requires less investment, and not into whisky making. Since the regulations for collecting the tax on distilled spirits were first fairly in operation there has been no fraud among the makers of whisky, except the petty operations of the moonshiners.

No business interest subject to tax discharges more cheerfully, fully and faithfully all of its obligations to the government than does the whisky interest of Kentucky.



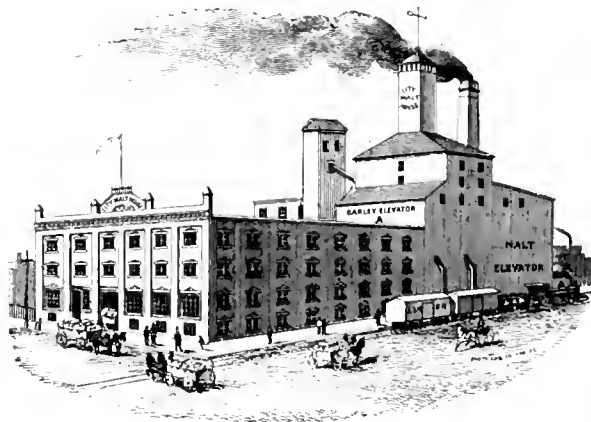
Natural Gas.

THE most important event which has occurred in the recent history of Louisville is the introduction of natural gas. The existence of natural gas in the vicinity of Louisville was first demonstrated at the salt wells near Brandenburg, where a flow of gas was obtained from wells dug for salt water. This gas has for a long time been utilized in making salt, and for a less time in illuminating and heating the house of the proprietor of the wells. The idea of finding natural gas for use in Louisville was not considered in a practical way for some time after the value of it had been proven in Pittsburgh and other places, and until the great advantages that manufacturing points using natural gas had over competing points was demonstrated by results. Wells were dug within the city limits and in the vicinity, but without useful results, and resort was finally had to the region about Brandenburg; gas was found to be there in quantities commensurate with the needs of Louisville, and a pipe line was laid for conveying it to the city.

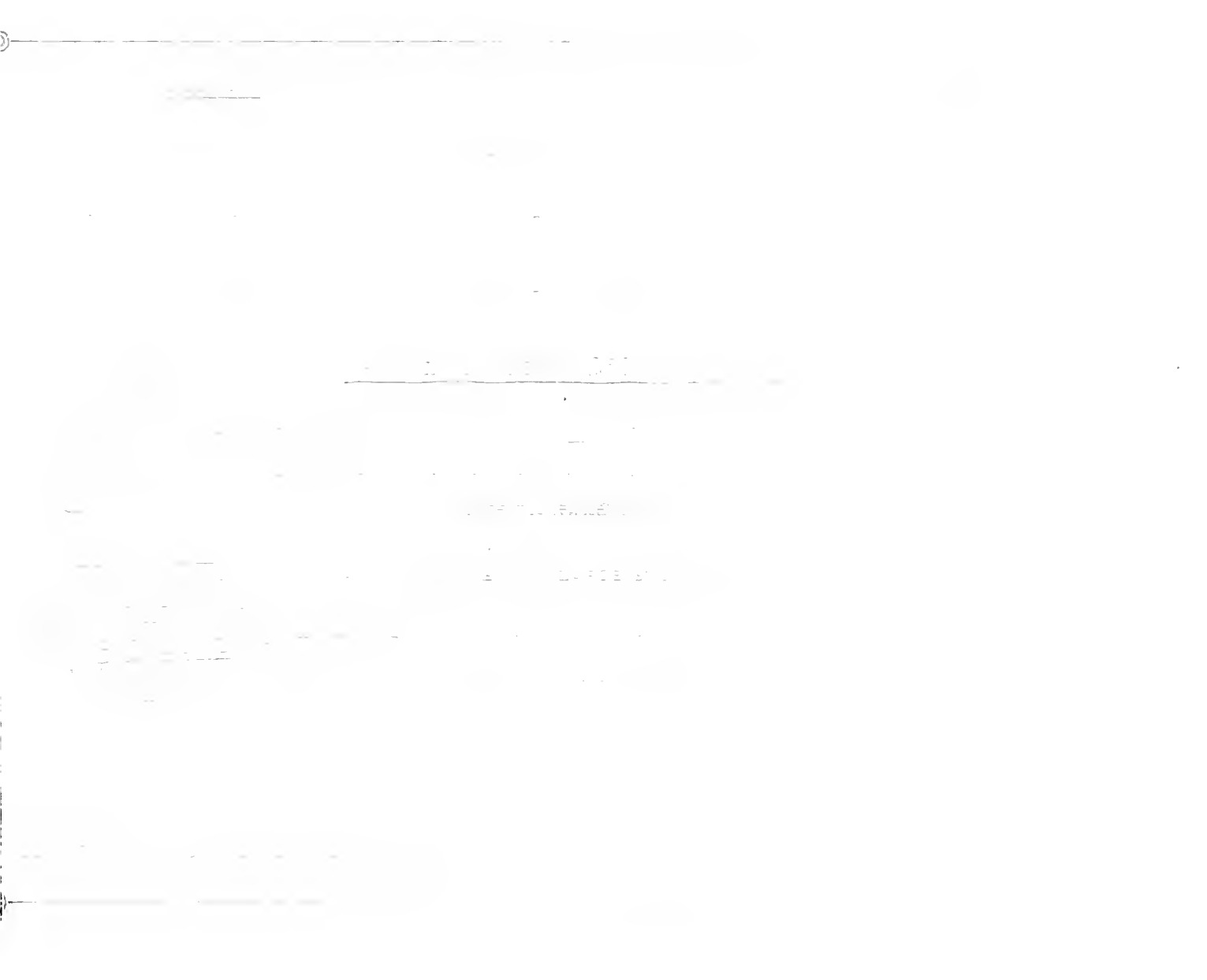
The results which will inevitably require a greater number of operatives. In appearance, the city seems to have been regenerated, and instead of the gloomy repulsiveness which gave it the cognomen of the "Smoky City," it is now clean, bright and attractive, and wholly relieved from the dense prevalence of soot and other impurities so opposed to favorable sanitary conditions. Natural gas has been in use in Pittsburgh about seven years. From inexperience there has been enough wasted there to have furnished a supply for three times that period, but, notwithstanding this, the supply has constantly grown, a fact which affords strong proof of its permanence, and

bly follow the use of natural gas, and its agency in promoting the growth of the city, the increase of manufactures, and the attraction of capital, will be far-reaching and of the greatest importance to all classes of citizens.

Pittsburgh, more than any other city, has to this time realized the benefits of natural gas. There it has cheapened the production of factories and improved the quality of their output, and notwithstanding the fact that some labor has been dispensed with in handling raw fuel other demands have been created

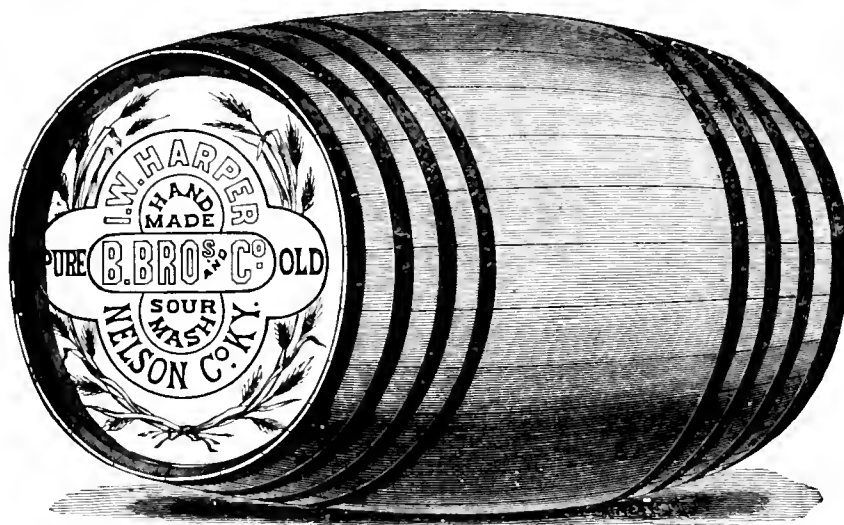


City Malt House, Ferdinand F. Lutz, Proprietor.



which, with the increasing appreciation of its value and economy in its use, assures a long continuance of its benefits to that city. In the newer fields in Ohio and Indiana, very marked results have been shown in the rapid increase of population in many towns and cities in the establishment of varied branches of manufacture, and the consequent attraction of operatives, promoting the material interests of capital and labor. So great is becoming the necessity of natural gas to cities, in a competitive sense, that those less favored as to distance from the gas fields, are incurring a large outlay in piping it long distances. Buffalo has eighty-seven miles of eight-inch pipe from the Pennsylvania district to supply her forty miles of city service mains; Cincinnati has passed ordinances, granting rights for laying mains through her public ways, for gas to be brought a distance of 133 miles; Chicago is preparing to have it brought an equal or greater distance, and it has already been under consideration in the Eastern cities to secure the benefits of its use, regardless of cost.

The Meade County Gas District, from which this city derives its supply, is a promising one as to quantity, quality and endurance. It is already assured that from it a very large part of the city can be supplied with importance, and now that citizens of moderate means, including all factory employes and wage workers, can be cheaply supplied with fuel gas—with the use of it as an illuminator, if they so choose, at a very low price—together with a cheap and convenient supply of water, and cheap street railroad access to their homes, housekeeping without any servants, if preferred, will be attended with comfort, peaceful enjoyment and economy. These conditions, now happily secured to our favored city, can not fail to be recognized as a subject of hearty congratulation, especially as they are open, not alone to present residents, but equally so to all who may come and cast their fortunes with us, where they will meet with a hearty welcome.



plied, and this will be done as rapidly as practicable. The superior advantages of Louisville as a desirable residence city have now been increased by the introduction of natural gas. Property, either for the wealthy capitalist, the well-to-do merchant or trader, the operatives in mechanical industries, or the wage earners of daily labor is held at very moderate prices, in comparison with cities of equal commercial



The ascertained area of the territory from which the gas is now drawn is about 50,000 acres. Scientific and expert investigators are satisfied that it will afford an ample supply for the city. A supply sufficient for one third of the city is now available.

The Meade county gas is of very high quality. In Pennsylvania the gas is obtained from sandstone strata in the Devonian formation; in the Ohio and Indiana gas regions it comes from the Trenton group of limestones in the Silurian formation. Meade county gas is obtained from the black shales, 105 feet thick, overlying the Devonian limestones. The natural gases of Pennsylvania, Ohio and Indiana, carry oily or fatty

substances, have a decided odor and burn with smoke; the Meade county gas is nearly pure methyl, and gives, volume for volume, greater heat than the gas of those States. The volumes being the same, the ratios of heat produced are, Meade county gas, 7; Ohio gas, 5.9, and Pennsylvania gas, 5. The company which has undertaken the supply of the city has put down fifteen wells, and has contracted for the product of all other companies that have obtained gas in Meade

ments have been made to sell all this gas more wells will be sunk, other country mains laid, and the city mains extended further.



Saw Houses.



The Belknap & Dumesnil Stone Co.'s Quarries, etc., at Bowling Green, Ky.

county, and has laid mains from the wells to the city, and in the streets of all that portion of the city north of Ormsby to Chestnut and from First to Sixth and to supply the factories south of Broadway and east of Eighteenth, and will complete this, its first district, by extending the gas mains to Main street. In this district the gas was turned on August 31st. It will next pipe the district from First to Preston, and then the one from Sixth to Eighteenth street, thus including

all the city north of Ormsby avenue, from Preston to Eighteenth. Smaller districts will be added from time to time in the more thickly built portions outside of this limit.

The present supply of gas is sufficient for all demands possible along forty miles of pipe in the city.

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JNO. B. CASTLEMAN, V-President.

WM. J. DAVIS, Manager.

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CONGRATULATORY GREETING.

It is with great pleasure that the Kentucky Rock Gas Company announce to the citizens of Louisville, the introduction into an important district of the city, of Natural Gas for heating purposes, and that they are now ready to make connections for its use by meter measurement. Parties here who have commenced its use commend it heartily for its convenience, comfort, safety and economy, and to them the company makes reference for further information. It is also in use in Meade county, both for heating and illuminating, with very satisfactory results. The enterprise promises highly remunerative returns to its projectors, who also enjoy the satisfaction of promoting the general welfare of the city by furnishing this great modern agency, which is revolutionizing industrial business, and is becoming a powerful factor in attracting to cities favored with it, both population and capital. An opportunity is now offered to those who desire to avail a ready means of providing for the cost of this favorite fuel. The company offers to sell, for a limited period, its six per cent mortgage bonds at par and interest, with a bonus of fifty per cent in the stock of the company. While the bonds are a positively good investment, the dividends on the stock may be relied on as a ready means to pay, wholly or in large part, the cost of fuel for a family residence, while an additional inducement is found in the fact that the proceeds of such sales of bonds will be used in making further extensions in the city of the company's mains, thereby promoting mutual advantage and public benefits.

KENTUCKY ROCK GAS CO.

The price at which the gas is now furnished is 25 cents per thousand cubic feet, less a discount of 10 cents from the face of all bills paid within the first six working days after they fall due. This makes the price $22\frac{1}{2}$ cents per one thousand feet net. Discounts from retail prices are made to factories according to class, from 10 cents to 15 cents and twenty cents. This puts the price within the price of Pittsburgh lump, No. 1 fuel, at \$2.50 a ton. Use of the gas in the residence of Major Wm. J. Davis, manager of the company, with meter, has demonstrated this. The equivalent to one ton of coal in gas, economically used, is 8,000 feet; or if somewhat carelessly used, possibly between 9,000 and 10,000 feet. The retail price of gas at $22\frac{1}{2}$ cents per thousand feet used in this way would be equivalent to Pittsburgh lump at from \$1.80 to \$2.25 per ton. This comparison takes no account of incidental advantages referred to above: saving in papering and painting, in wear of carpets and upholstered furniture, in washing of curtains, preservation of paintings, engravings, books, etc.; increase of comfort by getting the exact heat you want, and maintaining an even temperature; economy in house service, as when coal is used a house of ten rooms or more can not be kept with less than two servants, in addition to cook and laundress, the work of one of those consisting almost exclusively in taking up coals, removing ashes and wiping off soot, while if gas is used one of these can readily be dispensed with. In some cities where gas is used servants have already begun to make a difference in wages in favor of employers occupying houses furnished with gas of 50 cents a weeks. For domestic use gas is luxurious, perfect, the ideal of fuel.

In factories gas effects a great saving of labor, room and dirt. The factories which have begun to use it in Louisville are enthusiastic in its praise. Experience has shown that landlords not only insure a good class of tenants by providing their houses with this kind of fuel, but find it to their interest to pay for piping their houses in order to get the benefit of the saving of papering and painting that it insures.

The next writer who prepares a sketch of Louisville and her industries will note the introduction of natural gas as an epoch in her history.



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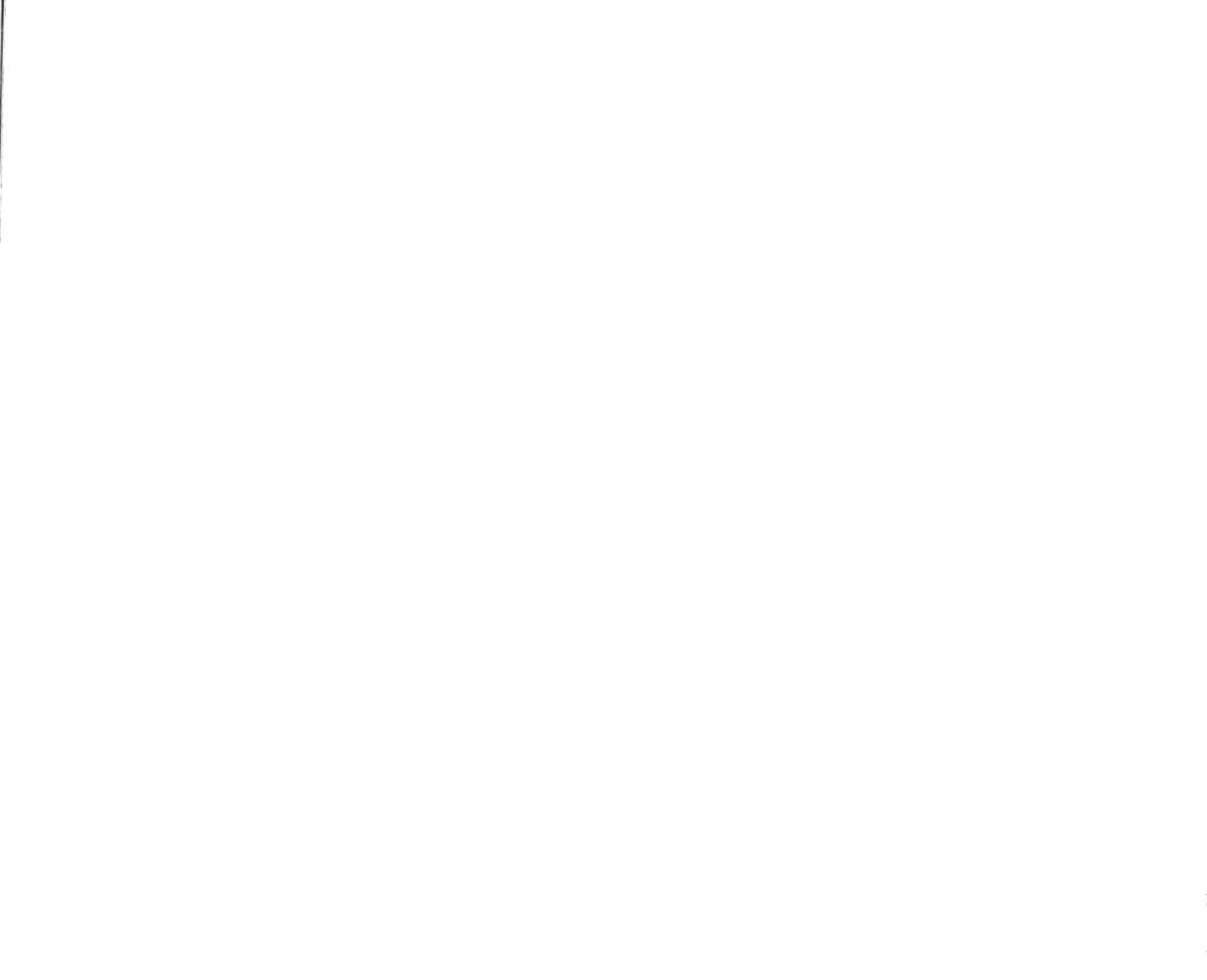
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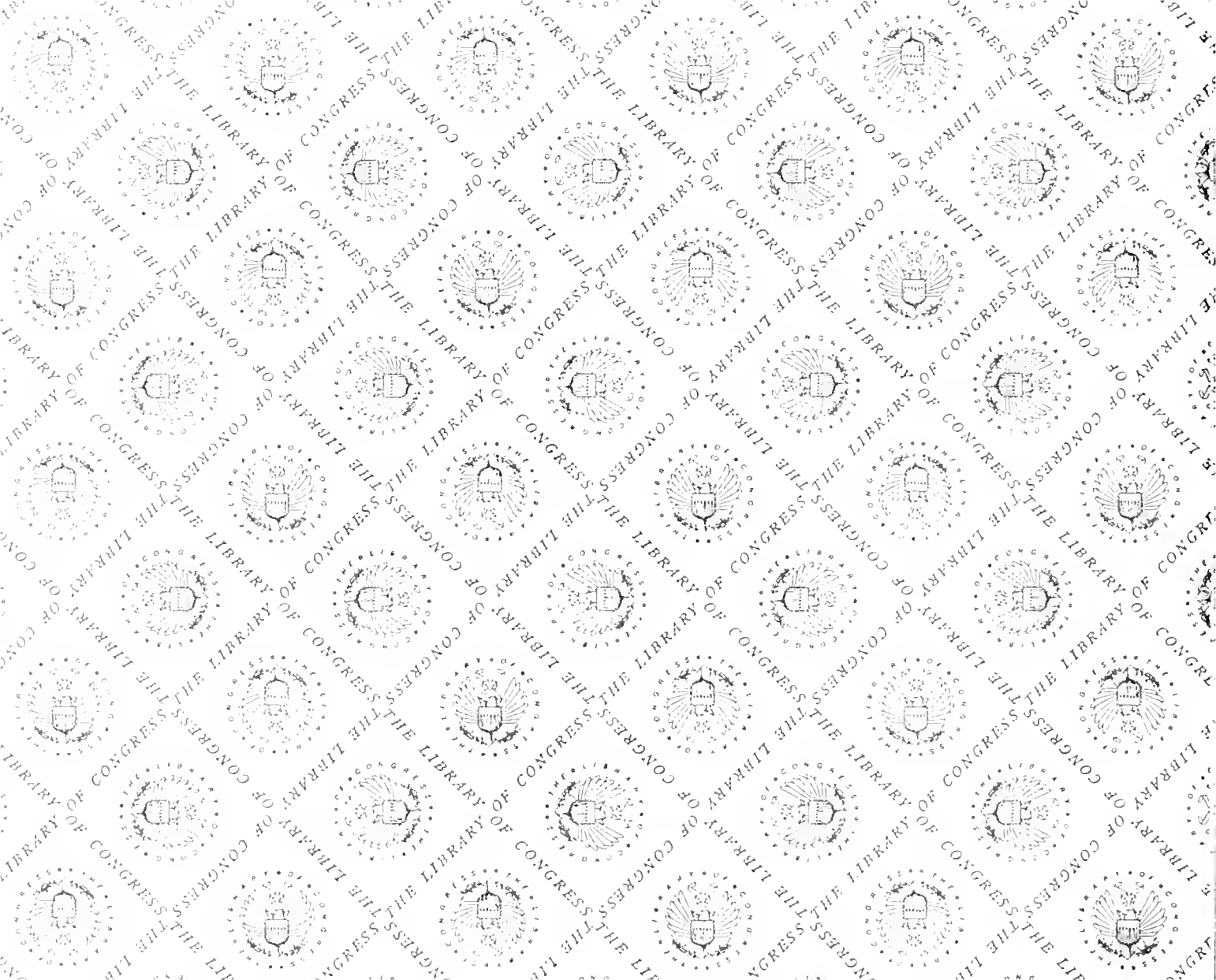
THE PAGEANT.

On the night of Friday, October 4th, the Grand Allegorical Pageant of the Satellites will proceed through the principal streets of the city. There will be sixty more characters than in the Pageant of 1888, and the finest spectacle ever witnessed in the streets of any American city is promised. At the close of the Parade there will be a Grand Reception at the Norton Auditorium on Fourth street. Mrs. Buckner, wife of the Governor of the State, will be Chief Matron, and her Maids of Honor will be selected from among the handsomest young ladies of the State. The decorations, costumes and general effect will make the gathering in the great hall of the Auditorium a sight worth coming miles to see.









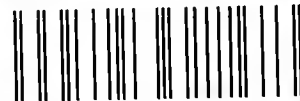


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